



LONG BEACH TO DANA POINT RACE

40th Annual Labor Day Race Saturday, August 31, 2024

NOTICE OF RACE

The Organizing Authority for this Race is composed of Shoreline Yacht Club (SYC-LB), Dana Point Yacht Club (DPYC) and Dana West Yacht Club (DWYC). The Race Committee (RC) will be composed of volunteers from these three clubs.

1. RULES

- 1.1 The event is governed by the rules as defined in [The Racing Rules of Sailing](#).
- 1.2 [US Sailing Prescriptions](#) to RRS 63.2 will not apply.
- 1.3 All boats shall comply with the current equipment and safety regulations set forth by [US Safety Equipment Regulations \(USSER\) Nearshore Category](#), except as modified by this notice of race and sailing instructions.
- 1.4 For boats competing in a PHRF class, the [Rules of PHRF of Southern California](#) (PHRF SoCal) will apply and PHRF SoCal is the Rating Authority (RA).
- 1.5 For boats forming a One-Design class (of five or more boats), the rules of the relevant One-Design class will also apply, and they shall compete in the PHRF Fleet
- 1.6 Participating boats shall not interfere with deep draft vessels or their tows within the Long Beach/Los Angeles harbors or approaches.
- 1.7 RRS 54 (Forestays and Headsail Tacks), is modified to allow the temporary removal of the forestay to facilitate a gybe. The forestay shall be reattached at the first opportunity after the gybe is complete.
- 1.8 RRS 51 (Movable Ballast) and RRS 52 (Manual Power) are modified as follows:
 - 1.8.1 The movement of sails not in use while racing is allowed, however all gear and sails not being flown must remain within a boat's lifelines.
 - 1.8.2 RRS 51 Movable Ballast and RRS 52 Manual Power are modified to permit the positioning of hull appendages, specifically adjustable keels, or water ballast by hydraulic or electric power on boats so designed and so rated by the Rating Authority. All movable ballast systems shall be capable of manual operation if powered systems are inoperable. All other boats shall comply with RRS 51 and RRS 52.
 - 1.8.3 Movable ballast systems designed and rated for the boat (excluding canting ballast strut and bulb) including reservoirs, pipes, tubes, tackle, etc. shall be positioned inside the hull and shall be firmly and indefectibly integrated with the structure of the boat. Movable ballast shall only be used within such systems and shall be seawater only, to the exclusion of all other liquids.
- 1.9 [DP] RRS 64.2, Penalties, is modified by adding: "(c) When the protest committee decides a boat that is a party to a protest hearing has broken a rule, it may assign a time penalty to be added to the boat's corrected time."

2. SAILING INSTRUCTIONS

- 2.1 The sailing Instructions will be available no later than August 24, 2024, on the online [Official Notice Board](#).
- 2.2 Links to that webpage may also be provided on the websites of the OA yacht clubs.

3. COMMUNICATION

- 3.1 Any changes made to this Notice of Race or Sailing Instructions will be posted on the online [Official Notice Board](#).
- 3.2 As a courtesy to racers, notices may also be posted on Supplementary Notice Boards located on the upstairs race board at DPYC, in the race display case adjacent to the south door at SYC-LB, and in the window adjacent to the front door of DWYC.
- 3.3 All boats shall carry a VHF radio capable of communicating on channels 16, 68, 69, 71 and 72.
- 3.4 On the water, the race committee may make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the SIs.
- 3.5 [DP] From the first warning signal until the end of the race, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

4. ELIGIBILITY AND ENTRY

- 4.1 The race is open to ocean racing/cruising sailing vessels whose owners or charterers are members of a yacht club or sailing association recognized by US Sailing or SCYA.
- 4.2 All monohull boats must have a valid current PHRF rating certificate.
- 4.3 All multihull boats must have a valid current ORCA rating.
- 4.4 All boats must meet USCG requirements.
- 4.5 To become an entrant in the race, skippers must complete an [Online Entry Form](#) and pay all fees by the entry deadline. The date stamp of the online entry will be your entry date once payment is completed.

5. FEES

- 5.1 The Early Entry Fee is \$80 if received by August 15, 2024. US Sailing members who include their membership number on their race entry will receive a \$5 discount.
- 5.2 The Entry Fee is \$95 if received after August 15, 2024, and before the entry deadline.
- 5.3 The final entry deadline is 1800 hours, August 29, 2024. Entries submitted after this deadline will be deemed not received.

6. ADVERTISING

- 6.1 Boats may be required to display advertising chosen and supplied by the organizing authority

7. SCHEDULE

- 7.1 The first warning signal is scheduled for 1055 hours on Saturday, August 31, 2024.
- 7.2 A RC Finish Boat will be on station in Dana Point until 1800 hours on Saturday after which competitors will take their own time and submit it to the RC before the Protest Deadline. Boats that finish after 2000 hours on Saturday, August 31, 2024, and submit their own time before the Protest Deadline, will be scored Time Limit Expired (TLE).

8. FLEETS & CLASSES

- 8.1 PHRF and multihull boats will each have their own fleet and both fleets will be divided into classes based upon the type and number of entries.
 - 8.1.1 There will be a Double-Handed scoring class within the PHRF spinnaker classes.
 - 8.1.2 There will be an All-Woman scoring class within the PHRF spinnaker classes.
- 8.2 One-Design classes, if established, will compete in the PHRF fleet.
 - 8.2.1 Where the OA receives fewer than 5 entries for a Class, the RC reserves the right to reassign those boats to another Class.

- 8.2.2 Entries that desire to establish a One-Design class should contact the OA by July 30, 2024.
- 8.2.3 Class breaks and assignments will be posted on the online [Official Notice Board](#) no later than Thursday, August 29, 2024 at 1800 hours.

9. START AREA AND COURSES

- 9.1 The start line will be defined in the Sailing Instructions and will be between two orange-white flags located between Oil Islands White and Grissom in Long Beach Harbor.
- 9.2 PHRF Spinnaker Class(es) and ORCA Class(es) after starting, shall leave to starboard an orange inflatable (tetrahedron) mark lying approximately 1/4 nm from the starting line towards the breakwater; sail out the Los Angeles entrance (“LA Gate”) to San Pedro Channel (FLG 15 seconds at starboard end); leave to port as marks, oil platforms Ellen and Elly; leave to port as a mark, San Juan Whistle Buoy at Dana Point R2SJR (FLR 2.5 sec) and finish.
- 9.3 PHRF Non-Spinnaker Class(es) after starting, shall leave to starboard an orange inflatable (tetrahedron) mark lying approximately 1/4 nm from the starting line towards the breakwater; sail out the Long Beach entrance (“Queens Gate”) to San Pedro Channel (FL 5 sec at starboard end); leave to port as a mark, San Juan Whistle Buoy at Dana Point R2SJR (FLR 2.5 sec) and finish.
- 9.4 The finish line shall be defined in the Sailing Instructions and will be located at a green lighted buoy, “G1” (FLG 2.5 sec.) at approximately 33°27.10’ N by 117°41.90’ W.

10. PENALTY

- 10.1 US Sailing Prescriptions Appendix V Alternative Penalties will apply.

11. SCORING

- 11.1 PHRF Spinnaker Class(es) results will be calculated using the boat’s PHRF RLC rating.
- 11.2 PHRF Non-Spinnaker Class(es) results will be calculated using the PHRF OWC rating with the Non-Spinnaker offset added.
- 11.3 The ORCA Class will be scored on the “Time on Time System” using the boat’s TCF rating.
- 11.4 A boat scored TLE will receive no finish time. This changes RRS 35, A4 and A5.

- 12. RISK STATEMENT** 12.1 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

13. INSURANCE

- 13.1 Each participating boat shall be insured with valid watercraft liability insurance policy in an amount not less than \$300,000 personal injury and personal property damage of \$100,000.

14. PRIZES

- 14.1 Trophy presentations will be at DPYC at 1100 on Sunday, September 1, 2024.
- 14.2 Take home trophies for each scoring class will be based upon the number of entries in that class or subclass.

14.3 There will be perpetual trophies awarded for corrected time for the following Scoring Classes:

- PHRF Spinnaker
- PHRF Non-Spinnaker
- Double-Handed PHRF Spinnaker
- All-Woman PHRF Spinnaker

15. FURTHER INFORMATION

15.1 There are a limited number of free slips that will be available on a first come, first served based on regatta entry date. **Enter early to improve your chances of obtaining a slip. Please refer to the Invitation to Race/Slip and Hospitality Document in Race Documents on the race website.**



Race Contacts:

Race Coordinator	Owen Provence	714-655-7682	OProvence@mac.com
SYCLB Race Chair	Kris Flaig		Racing@ShorelineYachtClub.com
DPYC Race Chair	John Berry	949-422-8830	Race@DPYC.org
DWYC Race Chair	Tom Rafferty	949-294-0430	Race@DWYC.org
US Sailing PRO	Bill McNamara	714-421-3187	BillMcNamara@outlook.com

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Shoreline Yacht Club
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Early entries make GREAT RACES and receive priority for slips.