



# Channel Islands to Marina del Rey Race

**Saturday, Sept. 20, 2025**

**Presented by Del Rey & Channel Islands Yacht Clubs**

## **SAILING INSTRUCTIONS**

- 1 RULES** The event is governed by the rules as defined in the *Racing Rules of Sailing* (RRS) and PHRF of Southern California (PHRF SoCal) Class Rules, available at [phrfsocal.org](http://phrfsocal.org).

### **2 CHANGES and COMMUNICATIONS**

- 2.1 Any changes to the SIs will be posted before 0900 on the day of the race
- 2.2 The official notice board is located online at [DRYC.org/racing](http://DRYC.org/racing). On Race Day, notices will also be posted on the notice board near the main entrance of the Channel Islands Yacht Club.
- 2.3 While on the water, the Race Committee (RC) intends to monitor and communicate with competitors on VHF radio channel **68**.
- 2.4 [DP] All boats shall monitor VHF radio channel **16** after their start for the duration of the race. Competitors shall obey directions given to them by military or law enforcement personnel.
- 2.5 Changes to a SI may be made on the water by the RC transmitting the changes on VHF radio channel **68**.

### **3 SCHEDULE & CLASS FLAGS**

- 3.1 A Skippers' Meeting is scheduled for Thursday, Sept. 18 at 1800 via Zoom. A Zoom link will be emailed to all registered skippers on the day of the meeting. Attendance is encouraged, not mandatory.
- 3.2 On race day, all competitors shall check in with the RC Signal boat while it is displaying the L (Lima) flag by passing the stern of the Signal boat. The check-in period will begin at approximately 1030 and end at 1055 or when the L flag is removed. A boat that fails to check in, but sails the course and finishes, shall have ten (10) minutes added to her finishing time without a hearing. This changes RRS 63.1 and A5.
- 3.3 The first warning is scheduled for 1055. Classes, flags, and subsequent warning times will be posted by 1700 Friday, Sept. 19.

### **4 COURSES & MARKS:** From the starting line, sail the course signaled by the RC.

- 4.1 Standard/Gina Course:** 46 nm, Signal flag E (Echo) Leave Platform Gina (34° 07.50' North, 119° 16.62' West) and all associated buoys to port. Go to SI 4.3



- 4.2 Alternative Course:** 45.5 nm, Signal Flag F (Foxtrot). Leave Port Hueneme buoy to port (34° 08.26' North, 119° 13.03' West). Go to SI 4.3



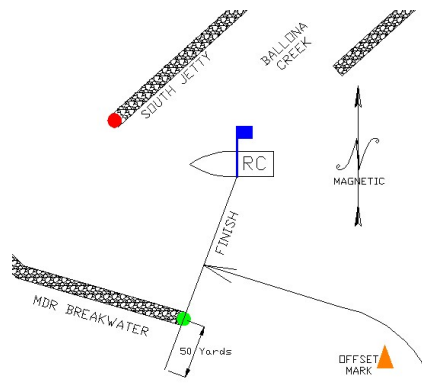
- 4.3** Proceed to the inflatable offset mark (may be illuminated) at approximately 33° 57.333'N 118° 27.412'W near the south end of the detached MdR breakwater. Round this mark to port and proceed to SI 6, THE FINISH.

## 5 THE START

- 5.1 The starting area is approximately ¼ nm outside the north entrance to Channel Islands Harbor.
- 5.2 The starting line will be between the course side of an inflatable mark and the staff of an orange flag on the RC signal boat.
- 5.3 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This changes RRS A5.1 and 5.2.

## 6 THE FINISH

- 6.1 The finishing line is between a blue flag on the RC boat and the green light on the MdR detached breakwater. Boats with drafts that make it unsafe to finish between the blue flag and the green light may finish on a 50 yard extension of the finishing line. The light is located at 33° 57.501'N, 118° 27.630' W and its period is 6 seconds.



- 6.2 [DP] The RC intends to be on station until 1930. If the RC is absent when a boat finishes, she shall take her finish time when the green light on the detached breakwater bears 200°m. Within 30 minutes after finishing, each skipper shall send an email to [racers@dryc.org](mailto:racers@dryc.org) with their boat's sail number and finish time on the subject line.
- 6.3 [DP] Each finisher shall record her finishing time, the boat ahead, and the boat behind (if known). *If requested*, this information shall be given to the RC.

- 7 **TIME LIMITS** The absolute time limit (ATL) for finishing is 2100. Boats failing to finish before the ATL and not subsequently retiring, penalized or given redress will be scored Time Limit Expired (TLE) without a hearing.

## 8 HEARING REQUESTS

- 8.1 The protest time limit is 1 hour after a boat finishes or retires. Protests shall be submitted by email to [racers@dryc.org](mailto:racers@dryc.org), or at DRYC's front desk. For email submittals, the subject line shall be the protesting boat's sail number followed by the appropriate word "protest" or "redress". The time the email was sent will be the submittal time.
- 8.2 Hearing request forms are available from [USSailing.org](http://USSailing.org). Parties to the protest will be notified of the time and place of the hearing.

## 9 [DP] SAFETY RETIREMENTS

- 9.1 All boats shall comply with the current United States Coast Guard regulations and the offshore safety regulations of the fleet in which they are competing.
- 9.2 All boats shall monitor VHF Channel **16** after their start for the duration of the race.

- 9.3** Competitors are reminded that under the preamble of Part 2 of the Racing Rules of Sailing, boats racing must comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) when they meet other marine traffic
- 9.4** A boat that withdraws from racing (will not finish) or retires shall notify the RC at the first reasonable opportunity on VHF radio channel **68** and send an email to [racers@dryc.org](mailto:racers@dryc.org) with the subject line to include the boat's sail number, "retired"/"withdraw", and time. A boat failing to notify the RC of her retirement/withdrawal may be banned from entering future races.
- 9.5** RRS 56.2 is changed as follows:
- (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS.
  - (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane. If in doubt, contact commercial vessels on VHF 16.
  - (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 56.2.
  - (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 56.2.
  - (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.
  - (f) The CI2MdR Race may cross a Traffic Separation Scheme. The race committee would like to call special attention to the RRS Preamble to Part 2 and RRS 56.2 as changed herein. The IRPCAS rule 10 referenced in RRS 56.2 can be found at: (see page 22-24)  
<https://www.navcen.uscg.gov/sites/default/files/pdf/navRules/navrules.pdf>
  - (g) It is recommended that racers avoid the coastal area northeast of a line between the Port Hueneme Buoy (see SI 4.2) and Point Dume (33° 59.81'N 118° 48.38'W) and to monitor VHF radio channel **16** for any communications from the military.

## **10 REPLACEMENT of EQUIPMENT/SAILS**

[DP] Should a boat use a sail with a different number than what is on her entry form, the RC shall be notified via email to [racers@dryc.org](mailto:racers@dryc.org) before 1200 the day before the race. The subject of the email shall be: "SAIL # CHANGE" and the email shall include: 1) Entrant's Sail Number, 2) Boat name, 3) Number of the sail that will be used in the race. Scoring errors caused by a failure to notify the RC of a sail number change will not be grounds for redress.

## **11 RISK STATEMENT**

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.

## **12 CONTACT INFORMATION**

DRYC Event Chair: Brendan Huffman  
ChIYC Event Chair: Jane Thomas  
ChIYC PRO: Bill Brayton  
Del Rey YC PRO: Harlan Holmes  
DRYC: 13900 Palawan Way, Marina del Rey, CA  
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