



"Around Catalina"

SAILING INSTRUCTIONS

May 24 & 25, 2025

DANA POINT YACHT CLUB
CABRILLO BEACH YACHT CLUB

ORGANIZING AUTHORITY AND RACE MANAGEMENT

The Joint Organizing Authority (OA) for this regatta is Cabrillo Beach Yacht Club (CBYC) and Dana Point Yacht Club (DPYC). The Dana Point Yacht Club Race Committee (RC) will manage this regatta and shall appoint a Protest Committee (PC).

1 RULES – GENERAL

- 1.1 This race shall be governed by the Rules as defined in the [2025-2028 Racing Rules of Sailing](#) (RRS).
- 1.2 [US Sailing Prescriptions](#) will apply except as modified by this Notice of Race or the Sailing Instructions.
- 1.3 The Rating Authority (RA) for ORR and ORR-Ez (hybrid) is the Offshore Racing Association (ORA).
 - 1.3.1 Boats sailing with these certificates will be governed by the Rules of the [Offshore Racing Rule](#).
- 1.4 The Rating Authority (RA) for PHRF, is [PHRF of Southern California](#) (PHRF).
 - 1.4.1 The Rules of PHRF will apply to boats sailing in the PHRF Fleet.
- 1.5 ORR and PHRF Fleet boats, shall comply with the current equipment and safety regulations set forth by the [US Sailing Safety Equipment Regulations](#) (USSER) Coastal Category, except as modified by this Notice of Race or the Sailing Instructions.
- 1.6 Cruising Fleet boats shall comply with the current equipment and safety regulations set forth by the [US Sailing Safety Equipment Regulations](#) (USSER) Nearshore Category, except as modified by this Notice of Race or the Sailing Instructions.
- 1.7 The term Skipper as used herein is defined as the person, whether or not the owner of the boat, who is designated on the entry form, and for the purpose of RRS 46, is the person in charge as it relates to the Racing Rules of Sailing or any matters related to the Islands Race. The Skipper is responsible for the boat, its handling and safety, the conduct of its crew before, during, and after the race, and compliance with the rules.

2 RULES – CHANGED

- 2.1 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.
- 2.2 RRS 51 (Movable Ballast) and RRS 52 (Manual Power) are modified as follows:
 - 2.2.1 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.
 - 2.2.2 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 applicable RA. 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.

- 2.3 For the purpose of RRS 47 – Biodegradable material used to band spinnakers is not trash if lost overboard during a spinnaker launch.
- 2.4 RRS 55.3 (a) is changed to allow entrants to be ORR rated for and use non-Large Roach Headsails set to leeward connected to Whisker Poles or Outriggers as described in ORR 10.05 (f) (g).
 - 2.4.1 Entrants that are ORR rated as stated in NOR 2.4, are also allowed the use of non-Large Roach Headsails set to leeward connected to Whisker Poles or Outriggers in the PHRF Fleet if they are entered in both ORR and PHRF. This changes the Rules of PHRF.
- 2.5 USSER Coastal Category will apply to boats in the ORR Fleet and PHRF Fleet, including Double Handed, except as modified below:
 - 2.5.1 USSER 2.4.4 – Lifelines is changed to allow boats the option to be equipped with the original equipment lifelines supplied by the boat manufacturer or as class rules specify.
 - 2.5.2 USSER 3.20 – Charts, while advised, requirement is waived.
 - 2.5.3 USSER 3.8.2 – Handheld VHF, A boat shall have a water-tight handheld VHF radio or a handheld VHF radio with a water-tight cover. The requirement for the handheld VHF radio to have DCS/GPS with an MMSI number properly registered to the vessel is waived.
 - 2.5.4 USSER 3.9 – AIS, while advised, requirement for AIS Transponder is waived.
- 2.6 RRS 61.4 (b) is modified to add (6) interruption of a boat's progress by a government authority.
- 2.7 RRS 60.5(c) is modified to add (5) when the protest committee (PC) decides a boat that is a party to a protest hearing has broken a rule outside of RRS Part 2, it may assign a time penalty to be added to the boat's corrected time.
- 2.8 US Sailing Prescriptions to RRS 63.1 will not apply.
- 2.9 [DP] The use of a satellite transponder (tracker) is provided by the OA to all competitors and is required to be installed, activated, and utilized as described in NOR 9 and RRS 56.3.
- 2.10 [DP] RRS 29 Recalls – The penalty for OCS shall be 30 minutes of elapsed time added to a boat's elapsed time on the course in lieu of being scored OCS.
- 2.11 ORR rule 4.01 and ORR-Ez rule E.3 are modified. There is no limitation on crew weight. Per RRS 87, ORR has issued OA permission to make this change.
- 2.12 ORR rule 10.02.1 is modified. There is no limitation on the number of spinnakers and staysails carried. Per RRS 87, ORA has issued OA permission to make this change.

3 NOTICES TO COMPETITORS

- 3.1 Any change to these Sailing Instructions will be approved by the Joint Race Committee and will be posted on the online [Official Notice Board](#) and as a courtesy to competitors on the Supplemental Notice Board at CBYC only, by 0800 hours Saturday, May 24, 2025.
- 3.2 Supplemental Notice Boards are located in the upstairs area at DPYC and outside the main entrance in an enclosed case at CBYC.
- 3.3 After Thursday, May 22, 2025 and prior to the start of the race, notices to competitors will be posted on the [Official Notice Board](#) and as a courtesy on the Supplemental Notice Board at CBYC only.
- 3.4 After Friday, May 23, 2025, notices to competitors will be posted on the [Official Notice Board](#) and the Supplemental Notice Board at DPYC only.
- 3.5 On the water, the RC intends to monitor and communicate with competitors on VHF channel 69.

- 3.6 **[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. Attention to NOR 7.4.

4 COMPETITOR'S MEETING

- 4.1 There will be a Competitor's Meeting at CBYC on Friday, May 23, 2025 at 1830 hours. CBYC is located at 211 W. 22nd Street, San Pedro, CA, 90731.

5 CODE OF CONDUCT

- 5.1 **[DP]** Competitors and support persons shall comply with reasonable requests from race officials.
- 5.2 **[DP]** Competitors and support persons shall handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

6 YB TRACKERS

- 6.1 Each boat shall carry a YB Tracker (active position transponder) and it will be the responsibility of the skipper of the boat to ensure that the provided YB position transponder remains properly installed, and must make every effort to ensure it is functional and in operation for the entire race.
- 6.2 YB Trackers will be available for pickup at DPYC and CBYC as communicated to all skippers.
- 6.3 The RC will use the YB Tracker data finish times as official finish times.
- 6.4 Skippers are responsible for up to \$1,000 for their tracking unit if lost, damaged or not returned.
- 6.5 YB Trackers are to be returned to Dana Point Yacht Club either in person, with signed acknowledgment, upon completion of the race or by mail with return receipt by 6/2/2025.

7 SIGNALS MADE ASHORE

- 7.1 Signals made ashore shall be displayed from the club flag hoist at CBYC.
- 7.2 When flag AP is displayed ashore, the words '1 minute' are replaced with 'not less than 45 minutes' in the race signal AP.

8 SCHEDULE OF RACES & CLASS FLAGS

- 8.1 The RC will have a separate Check-In Boat on station in the vicinity of the Start Area.
- 8.2 **[DP]** Competing boats shall check-in and be acknowledged prior to the Warning Signal for her start. A boat failing to comply shall have a 20-minute penalty added to their finish time.
- 8.3 All races will be started in accordance with RRS 26.
- 8.4 Classes, Flags, and Scheduled Warning Signals:

SCHEDULED		
CLASS	WARNING SIGNAL	CLASS FLAG
PHRF A	1125	ALPHA
PHRF B	1130	BRAVO
PHRF C	1135	CHARLIE
CRUISING	1140	DELTA

- 8.5 ORR and Double-Hand divisions will be Subclasses of the PHRF Fleet and shall start with their applicable PHRF rating class or RC assigned rating class. Their Class Flag will be the same as the PHRF Class in which they are starting.
- 8.6 Class breaks and confirmation of classes will be provided at the Competitor's Meeting.
- 8.7 While not mandatory, boats are requested to fly their appropriate Class Flag from the stern of the boat at a height no lower than the boom while racing.

9 THE COURSES

- 9.1 **PHRF Fleet** boats shall start, exit L.A. Harbor at Angels Gate (Mark 1), leave Catalina Island (Mark 2) to port and sail to finish. The handicap course length is 75 nautical miles.
- 9.2 **Cruising Fleet** shall start, exit L.A. Harbor at Angel's Gate (Mark 1) and sail their best course to the finish. The handicap course length is 34 nautical miles.

10 MARKS

- 10.1 The start marks will be staffs displaying orange flags on or adjacent to the RC Signal Boat.
- 10.2 The RC may place a white flag mark near the RC Signal Boat as a starting line limit mark. That mark shall be left on the same side as the RC Signal Boat. However, the starting line shall still be between the starting marks. RRS 31 will apply to this mark.
- 10.3 The **PHRF Fleet** marks are as follows:

<u>Mark</u>	<u>Mark Name</u>	<u>Mark Type</u>
1	Los Angeles Entrance – Angels Gate	Gate
2	Santa Catalina Island	Fixed Rounding
Finish	Finish Line	Virtual Line (described in SI 13)

- 10.4 The **Cruising Fleet** marks as follows:

<u>Mark</u>	<u>Mark Name</u>	<u>Mark Type</u>
1	Los Angeles Entrance – Angels Gate	Gate
Finish	Finish Line	Virtual Line (described in SI 13)

11 AREAS OF POTENTIAL CONCERN

- 11.1 The RC advises competitors that the start area and surrounding waters may have underwater features that may impact deeper draft vessels. The first mark of the course is also a designated channel for commercial vessels that are constrained by draft. While the RC is not designating these areas or features as obstructions, we strongly urge competitors to consult the preamble to RRS Part 2 and all current applicable navigation charts and Local Notices to Mariners. We also urge competitors to maintain a proper radio watch (VHF 16) and to heed specific warnings and directives as conditions require in these areas.
- 11.2 The RC advises competitors that all classes cross through shipping lanes at various parts of the race course and are advised to take all precautionary measures during those portions of the race course. We also urge competitors to maintain a proper radio watch (VHF 16) and to heed specific warnings and directives as conditions require in these areas. Additionally, the RC urges the use of radar reflectors in these areas if weather conditions warrant their use.

12 THE START

- 12.1 The starting line will be located inside Los Angeles Harbor approximately 1.5 nautical miles northeasterly of the Los Angeles Harbor entrance – LA Light.
- 12.2 Races will be started in accordance with RRS 26 with the Warning Signal being made 5 minutes before the Starting Signal.
- 12.3 The scheduled Warning Signal for the first start will be at 1125 hours. The Warning Signal for each succeeding class shall be made as scheduled in 8.4.
- 12.4 The starting line will be between staffs displaying orange flags on the starting marks.
- 12.5 As a courtesy, the RC will attempt to hail any boat it identifies as OCS via VHF 69. Failure to make a hail, failure of communications equipment, or the timing of a hail will not be grounds for a request for redress. This changes RRS 62.1(a).
- 12.6 **[DP]** Boats whose warning signal has not been made shall avoid the starting line area and boats maneuvering to start during the starting sequence for other races.

13 THE FINISH

- 13.1 The finish will be virtual based on the YB Tracker data finish times as official finish times. The YB Tracker will transmit a lat/lon and PDT time when it crosses the virtual finish line in SI 13.3.
- 13.2 No RC vessel will be on station at the finish. The only visual mark will be the Dana Point Approach Green Lighted Buoy “G1” which is the port end of the finish line.
DO NOT CONFUSE this buoy with the entrance light to Dana Point Harbor.
- 13.3 The finishing line will be a straight line between Dana Point Approach Green Lighted Buoy “G1” located at 33°27.085 N 117°41.903 W at the port end, and a virtual pin 150 yards away on a 190° magnetic bearing from “G1” located at 33°27.036 N 117°41.916 W. A proper finish will leave this virtual pin to starboard.
- 13.4 For further clarification the virtual finish line is a straight line between these coordinates:

Finish Line Port End (Waypoint)	33°27.085 N 117°41.903 W
Finish Line Starboard End (Waypoint)	33°27.036 N 117°41.916 W
- 13.5 Any boat that starts, but retires before finishing, **shall report** her retirement as soon as possible by calling the DPYC Race Committee at 949.248.7334 and clearly providing her revised float plan, including sail number, boat name, ETA and destination ashore.

14 HEARING REQUESTS

- 14.1 Arbitration as provided in RRS Appendix T will apply. Protests not resolved in arbitration, involving damage or serious injury, or involving rules other than found in RRS Part 2 will go to a full hearing of the Protest Committee.
- 14.2 Hearing request forms are available from the DPYC race office and fillable forms [online here](#).
- 14.3 The protest time limit for each boat is 2 hours after their finish. This changes RRS 60.3(b).
- 14.4 Protests and requests for redress forms shall be delivered within the appropriate time limit. Forms can be delivered by taking a photo of the first page of the form and emailing it to race@dpyc.org.

- 14.5 RRS 60.3 is modified to add the additional requirement: A boat intending to protest shall report her *intentions* and the boat(s) being protested to the RC by email to race@dpyc.org, no later than 1 hour after finishing or retiring.
- 14.6 Parties to a protest will be posted as quickly as possible on the online [Hearing Notice Board](#) and the Supplemental Notice Board located upstairs at DPYC.
- 14.7 Protests will be heard at DPYC beginning at 1300 hours on Sunday, May 25, 2025 unless otherwise posted. Skippers are responsible for checking the postings. Failure to do so is not an excuse to be absent from a hearing. The Arbitrator or PC is not responsible for searching for parties or their witnesses.
- 14.8 A boat may take a Post-Race Penalty as provided for under US Sailing Prescriptions Appendix V.
- 14.9 After a written protest is delivered to the RC, one representative from each boat who was on board at the time of the incident will meet with the arbitrator unless the protestor requests the protest be withdrawn. No witnesses will be allowed. Protests not resolved by arbitration will be forwarded to the Protest Committee. This changes RRS Part 5, Section B.
- 14.10 If the arbitrator's opinion is that the protest is invalid or that no boat will be penalized for breaking a rule then the protest is withdrawn and cannot be reopened. If neither party agrees with the arbitrator's opinion, the protest will be forwarded to the Protest Committee. This changes RRS Part 5, Section B.
- 14.11 A boat that accepts the arbitrator's opinion that it broke a rule of Part 2 shall receive a 40% penalty and shall not be penalized further with respect to the same incident unless she failed to retire when rule 44.1 required her to do so.
- 14.12 The acceptance of an arbitrator's opinion cannot be grounds for redress or be appealed. This changes RRS Part 5, Section B.

15 SCORING

- 15.1 The Low Point Scoring System, RRS Appendix A will be used.
- 15.2 **PHRF Fleet** (Overall and Divisions)
- 15.2.1 The RC will score all boats in the PHRF Fleet, including ORR and Double-Hand divisions, for the First to Finish and Overall awards.
- 15.2.2 PHRF Classes will be scored using the boat's PHRF OWC rating.
- 15.2.3 ORR Classes will be scored using the boat's applicable ORR Offshore Offwind TCF or ORR-EZ Mostly LW TOT(Spin) Medium TCF.
- 15.3 **Cruising Fleet** (Overall and Divisions)
- 15.3.1 The RC will score all boats in the Cruising Fleet using the boat's PHRF OWC rating or RC assigned rating, including non-spin offsets as applicable.

16 SAFETY REGULATIONS

- 16.1 All boats shall satisfy the equipment requirements as stated in SI 1.5 and 1.6. Regardless of these requirements, it is the sole responsibility of each owner or charterer to ensure that his yacht is fit for sea, properly equipped for any emergency and properly manned by an experienced crew.
- 16.2 Any boat that starts, but retires before finishing, **shall report her retirement as soon as possible**, by calling the DPYC Race Committee at 949.422.8830 and clearly providing her revised float plan, including boat name, sail number, ETA and destination ashore.

17 TRASH

- 17.1 Boats shall not put any non-biodegradable trash in the water.
- 17.2 For the purpose of RRS 47 – Biodegradable material used to band spinnakers is not trash if lost overboard during a spinnaker launch.

18 PRIZES

- 18.1 Trophies will be awarded at DPYC on Sunday, May 25, 2025 at approximately 1430 hours.

19 RISK STATEMENT

- 19.1 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 an activity that has an inherent risk of damage and injury. Competitors in this race participate entirely at their own risk. The race organizers (OA, RA, RC, PC, host clubs, sponsors, or any other organization or official) will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of participation in this race. By participating in this race, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

20 INSURANCE

- 20.1 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.

CONTACTS

Cabrillo Beach Yacht Club

Dave Moore, Regatta Co-Chair
Cell: 310-699-5144

Front Desk	Dock Master
Ph: 310-519-1694	VHF 68

Dana Point Yacht Club

John Berry, PRO
Cell: 949-422-8830

Front Desk	Port Captain
Ph: 949-496-2900	VHF 69

TowBoat US – Catalina Island

Avalon, CA
24-Hour Contact: 310-510-1675

U.S. COAST GUARD Rescue Coordination Center

VHF 16
24-Hour Emergency Contact: 510-437-3700 / 3701