



LOS ANGELES YACHT CLUB

Sailing Instructions

HARBOR SERIES

Saturday-Sunday, October 11-12, 2014

1 RULES

- 1.1 This race will be governed by the rules as defined in The Racing Rules of Sailing (RRS) for 2013 – 2016.
- 1.2 All competitors are asked to observe USCG Navigational Rule 9, which in part reads “A ... sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.”
- 1.3 Further, USCG Navigational Rule 34, in part reads “...When vessels in sight of one another...is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the (horn).” *Any boat participating in an LAYC race that is identified in any complaint from the Coast Guard, Harbor Pilot or a Commercial Vessel Captain that has warned that participating boat by sounding five horns will be presumed to have infringed this instruction. **RRS 60.2, 63.1 and A5 are modified to add that the Race Committee (R/C) may disqualify a yacht infringing this instruction without a hearing.***
- 1.4 Cruising Class is subject to PHRF Cruising Class Rules Appendix D, and the additional rules for Cruising Class included in this document.
- 1.5 RRS 52 is modified to allow the use of winches operated using stored power.
- 1.6 RRS 55 is modified by adding the following sentence to the rule: “However, discarding biodegradable sail stops when setting a sail is permitted.”

2. ENTRIES

The PHRF Class is open to yachts possessing a current Southern California PHRF handicap. PHRF Area C, RLC ratings will be used. At the discretion of the Race Committee the entries may be divided into two classes or more. The Cruising Class may be divided into multiple classes if the number of entries warrants.

Yachts desiring to race under other handicap systems, one-design or level-rating classes will be welcome by prior arrangement with the Race Committee. A minimum of four entries will be required to establish a class.

Each entrant must submit a completed LAYC entry form, PHRF certificate and entry fee of \$75.00 to Los Angeles Yacht Club. On-line entry is available through RegattaNetwork.com. **ALL ENTRIES SHALL BE RECEIVED AT LOS ANGELES**

YACHT CLUB NO LATER THAN 1800 HOURS, FRIDAY, OCTOBER 10, 2014. Late entries will only be accepted with approval of the Race Committee.

3 NOTICES TO COMPETITORS

Notices to competitors shall be posted on the official notice board located just outside the main entrance to Los Angeles Yacht Club.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted at LAYC before 1000 hours on Saturday, October 11. The Race Committee will notify competitors directly at Howland's Landing if there are any additional changes affecting only the race home on Sunday.

5 SCHEDULE OF RACES

<u>Race</u>	<u>Day & Date</u>	<u>Warning Signal</u>
#1 To Howland's Landing	Saturday, October 11	1155 hours - Cruising Class
		5 min after Cruising Class Start – PHRF Class B
		5 min after PHRF B Start – PHRF Class A
#2 Howland's Landing Return to San Pedro	Sunday, October 12	1155 hours – Cruising Class
		5 min after Cruising Class Start – PHRF Class B
		5 min after PHRF B Start – PHRF Class A

Note: This schedule creates 10 minute intervals between starts. Classes may be added or deleted at the discretion of the Race Committee depending on number of entrants.

6 RACING AREA

The start line for Race #1 will be in the vicinity of Los Angeles Harbor, with the starting area approximately 1.5 nautical miles northeast of the Los Angeles Harbor Entrance in the inside middle breakwater area (See LAYC Race Course Chart 2014-1, Start/Finish Area 1.). Finish area for Race #1 and Start for Race #2 will be at Howland's Landing, Catalina Island. The finish area for Race #2 will be inside Los Angeles Harbor in the vicinity of the start area.

7 THE COURSE

7.1 Race #1, Saturday, October 11, 2014

The course will be selected from the following list, and will be displayed using number boards on the Race Committee signal boat. The RC may specify additional courses on the day of the race and will communicate those courses with paperwork distributed to competitors prior to the first warning signal. All courses will be Category 3 as defined in PHRF of So. Cal Class Rules and By-laws. All yachts will be expected to be in compliance with Category 3 Standard Equipment as outlined in the PHRF of So. Cal Class Rules and By-laws.

Course	Description	Handicap Distance
1	Start to Finish	21.4 NM
2	Start to Point Fermin Buoy R "6", leaving it to port, then to Finish	21.9 NM
3	Start to Traffic Lane Buoy Y "SP" (Approximately 7.9 NM at a course of 213° from LA Light), leaving it to port, then to Finish	21.5 NM
4	Start to Eagle Rock (off West End of Santa Catalina Island), leaving it to port, then to Finish	29.5 NM

7.2 Race #2, Sunday, October 12, 2014

The course will be selected from the following list, and will be displayed using number boards on the Race Committee signal boat. The RC may specify additional courses on the day of the race and will communicate those courses with paperwork distributed to competitors prior to the first warning signal. All courses will be Category 3 as defined in PHRF of So. Cal Class Rules and By-laws. All yachts will be expected to be in compliance with Category 3 Standard Equipment as outlined in the PHRF of So. Cal Class Rules and By-laws.

Course	Description	Handicap Distance
1	Start to Finish	21.4 NM
2	Start to Point Fermin Buoy R "6", leaving it to starboard, then to Finish.	21.9 NM
3	Start to Traffic Lane Buoy Y "SP" (Approximately 7.9 NM at a course of 213° from LA Light), leaving it to starboard, then to Finish	21.5 NM
4	Start to Eagle Rock (off West End of Santa Catalina Island), leaving it to port, then to Finish	29.5 NM
5	Start to Ship Rock (off Isthmus of Santa Catalina Island), leaving it to port, then to Finish. Note that rocks extend SSE off Ship Rock, skippers take caution.	21.9 NM

8 THE START

- 8.1 If, pursuant to 2.1, the Race Committee has elected to divide the PHRF class into two classes, the classes will start in the following order:

Start Number	Class	Class Flag on RC Boat
1	Cruising Class	"C"
2	PHRF B	"B"
3	PHRF A	"A"

- 8.2 The starting line will be between two orange marks or flags. (One may be aboard the race committee boat.)
- 8.3 To draw attention that the race starting sequence is about to begin, multiple sound signals will be made approximately one minute before the first warning signal.

9 RECALLS

Recalls will be signaled according to rule 29. As a courtesy, the Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 71. Failure of a boat to see or hear her recall notification shall not relieve her of her obligation to start correctly and shall not be grounds for redress. A boat's position in the sequence of hailed numbers or broadcast numbers shall not be grounds for redress.

10 TIME LIMIT

Boats finishing after 1700 hours shall be scored DNF. This changes rules 35 and A4.

11 THE FINISH

The finishing line will be between two orange marks or flags. (One may be aboard the race committee boat.)

12 PROTESTS AND REQUESTS FOR REDRESS

A boat intending to protest shall notify the Race Committee and identify the boat involved promptly after finishing.

Protests shall be written on forms available at the Los Angeles Yacht Club front desk and filed there within one hour after the time the Race Committee boat docks on Sunday, October 12. The close of Protest Time shall be displayed at the front desk as soon as possible.

The jury will hear protests in approximately the order of receipt as soon as possible.

13 SCORING

The Low Point Scoring system of Appendix A will apply, except that a boat's series score shall be the total of all of her race scores; no score will be excluded.

Series ties will be broken in accordance with rule A8.

14 CHECK-IN AND RETIREMENT

14.1 Before the warning signal for the first start, each boat shall pass the stern of the Race Committee boat and hail her sail number, which will be acknowledged. Failure to check-in may be grounds for disqualification.

14.2 A boat that retires from a race shall notify the Race Committee by hailing or by VHF 71 or by calling the Los Angeles Yacht Club at 310-831-1203 before leaving the race course. **It is critical that any retiring yacht notify the Race Committee as soon as possible.**

15 RADIO COMMUNICATIONS

The Race Committee boat intends to monitor VHF channel 71. Skippers are required to have a VHF radio capable of receiving and transmitting on VHF channel 71.

The Race Committee may use VHF 71 to broadcast information such as location of committee boat, sail numbers of yachts recalled, change of course, etc. Failure to receive or hear such radio transmission will not be grounds for redress (affects RRS 62).

16 TROPHIES

The ***Harbor Series Angel's Gate Trophy*** will be awarded to the overall winner on corrected time. Trophies will be awarded in each class on the following basis: 4 entries, 1 trophy; 5 or more entries, 2 trophies for corrected time finishes.

ADDITIONAL RULES FOR CRUISING CLASS

1. Cruising Class boats shall abide by Performance Handicap Racing Fleet of Southern California (PHRF) Class Rules effective November 2009, including Appendix D, Cruising Class Additional Rules and the additional requirements outlined in this Appendix.
2. This is a modification to PHRF Appendix D, paragraph 4.0 of the PHRF Class Rules. A Cruising Class boat's rating shall be determined by the boat's PHRF Area C RLC rating as shown on the valid Rating Certificate adjusted with the boat's configuration adjustments shown on the LAYC Cruising Class Rating Worksheet. The Worksheet must accompany the race entry. The Cruising Class Rating for a Cruising Class boat electing to sail non-spinnaker shall include her PHRF Non-Spinnaker Offset.
3. Cruising Class boats failing to finish by 1700 hours will be scored Did Not Finish (DNF). This changes rule 35, A4 and A5.
4. Cruising Class Permitted Equipment.
 - 4.1 Whisker poles may be used and are limited to 1.4 times the "J" measurement. One end shall be attached to the foremost mast. This changes Appendix D, paragraph 3.0 (c) of the PHRF Class Rules.
 - 4.2. Double headsails, double head rigs, and multi-masted vessels are allowed.
 - 4.3. Power winches are allowed. This changes rule 52.
 - 4.4. Steering vanes and autopilots are allowed. However, it is the responsibility of the skipper to ensure that someone is always in a position to take command of the boat in an emergency.
 - 4.5 A Cruising Class boat shall sail the entire series in the same equipment configuration and with the Cruising Class Rating determined for the first race sailed.
5. Cruising Class Engine Use (PHRF Class Rules Appendix D, paragraph 2.0 General Policies and paragraph 3.0 (g) do not apply to this series.)
 - 5.1. Motoring is permitted. There is no minimum time the engine must be in-gear.
 - 5.2. Motoring time (MT), also referred to as engine in-gear time, is permitted at any time once 5 minutes have elapsed after the boat crosses the starting line. Motoring time is not permitted within 4 minutes before the Cruising Class start.
 - 5.3. A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as $1.3 \times (\text{Square Root of LWL})$, where "LWL" is the length of the waterline in feet.
 - 5.4. **Each Cruising Class boat shall submit a Cruising Class engine in-gear log to the Race Committee boat at the finish line of the race.** If the committee boat is not on station the racer may turn their engine log into the LAYC office immediately after finishing. This log **MUST** contain the name of boat, sail number, the time and location (latitude and longitude) of when the engine was started and turned off.
Boats failing to submit their log will be scored DNF.
 - 5.5. Engine use impact on final corrected time will be calculated by the following formula: $(\text{In-gear Time}) \times (0.4) \times (\text{Square Root of LWL})$. The value determined by this formula will be added to the yacht's Finish Time (elapsed time) to produce a MT Corrected Time. This MT Corrected Time will be "corrected" using the boat's adjusted PHRF rating to determine the boat's Final Corrected Time