



# 46<sup>th</sup> Annual



## Marina Del Rey to San Diego Race

Santa Monica Windjammers and Southwestern Yacht Clubs

Friday, July 5<sup>th</sup>, 2013

### SAILING INSTRUCTIONS

- RULES:** The race will be governed by the *rules* as defined in *The Racing Rules of Sailing (RRS)*. In situations involving non-racing vessels, racers shall observe the International Rules for Prevention of Collisions at Sea (IRPCAS) and United States Inland Waterway Rules. *RRS 51* is changed for boats whose PHRF rating certificate includes a movable water ballast system or a canting keel to allow the boat to use the movable water ballast system or allow the keel to be adjusted while racing. *RRS 52* is changed to allow the use of non-manual power to make such adjustments as designed and rated by their PHRF certificate.
- ENTRIES:** Entries must be received at SMWYC; Attn: San Diego Race by 1200, Friday, July 4<sup>th</sup>.
- NOTICES TO COMPETITORS & CHANGES IN SAILING INSTRUCTIONS:** Notices and changes will be posted on the SMWYC Race Notice Board by 0930 Friday, July 5<sup>th</sup>.
- EQUIPMENT and INSPECTIONS:** All boats must carry current legal registration and meet USCG requirements. All boats must meet PHRF Category 2 requirements, and carry the equipment cited in the Notice of Race, charts of the race area and San Diego Harbor Entrance, and the current *RRS*. Cruiser and Double Handed Class boats may use autopilots – this changes *RRS 52*. All boats are subject to inspection at any time during the event.
- NAVAL AND CRUISE SHIP PROTECTION ZONE:** *The Naval And Cruise Ship Protection Zone is a 500 yard regulated area of water surrounding all US Naval and Cruise Ship Vessels. All vessels within 500 yards of such vessel shall operate at the minimum speed necessary to maintain safe course and speed and shall proceed as directed by any official patrol. NO VESSEL IS ALLOWED WITHIN 100 YARDS OF SUCH VESSEL.*
- HANDICAP RATINGS:** PHRF class boats shall have current certification of their Off Wind Course (OWC) Base rating. Cruiser Class boats ratings will be assigned by the Race Committee in accordance with the Notice of Race Cruiser Worksheet. Only ratings assigned prior to the race start will be used. Assigned handicaps are final and may not be appealed.
- CRUISING CLASS PROPULSION TIME ALLOWANCES:** Cruising class boats will have the option of using their motors for up to six hours maximum for propulsion. The hours a motor may be run in gear are limited to the period from 2200 hours Friday July 5<sup>th</sup> to 0900 hours Saturday July 6<sup>th</sup>.

Motoring time shall be in increments of one-half hour and once an engine is taken out of gear, it must stay out of gear for at least one hour. Boats motoring should have their running and steaming lights on. Boats sailing at speeds less than 2.0 knots between the time limits above should use motor propulsion up to the maximum of six hours. The speed limit for all boats motoring is limited to their Displacement Hull Speed as calculated below. LWL is in feet and decimal fractions of a foot. Engine operating times MUST be recorded in the Engine Time Log section of the Finish Record.

$$\text{Displacement Hull Speed} = 1.34 \times \sqrt{\text{Load Waterline Length (LWL)}}$$

LWL	20	21	22	23	24	25	26	27	28
Speed	5.99	6.14	6.29	6.43	6.56	6.70	6.83	6.96	7.09

A correction for motoring time in hours will be added to each boat's finish time in accordance with the formula below.

$$\text{Penalty Time} = (\text{Motor Time}) \times 0.213 \times \sqrt{\text{LWL}}$$

If a Cruiser exceeds their six hours of motoring time, any excess time will incur a penalty time addition of two times the calculated time on the excess.

8. **PRE-START CHECK IN:** Competitors must identify themselves and Check-in with the Race Committee Boat flying an **L** flag on station before the first Warning Signal. Any boat that does not properly check in may be scored Did Not Compete (DNC).
9. **SCHEDULE of STARTS and START:** Races will be started using *RRS 26*. Scheduled starting times will be posted on the Race Notice Board at SMWYC by 0930 Friday. The starting sequence and class flags will be posted on the SMWYC Race Notice Board. The starting line will be between **H** mark, a spar buoy located at 33° 57.367' N and 118° 28.665'W and an orange flag on the Race Committee boat. **H** mark is ¾ nm from the North end of the detached MdR breakwater on a bearing of approximately 225°M.
  - The first warning signal is scheduled for 1155 hours. An alerting horn of multiple blasts will be sounded approximately one minute before the first warning signal.
  - The starting signal for a class shall be the warning signal for the following class, and the class flag for the following class will be displayed shortly thereafter. This changes *RRS 26*.
  - A boat that does not start within **15** minutes of its starting signal will be scored Did Not Start (DNS).
10. **RECALLS and PREMATURE STARTS:** Recalls will be signaled in accordance with *RRS 29*. The Race Committee will attempt to hail sail numbers and/or boat's names verbally and/or on **VHF Ch 71**. Failure to hear a notification shall not be grounds for redress.
11. **START PENALTIES:** A boat crossing to the course side of the starting line after its preparatory signal but before its start signal and failing to return and make a proper start shall have a ½ (one-half) hour time penalty added to its elapsed time. A boat crossing to the course side of the line before its preparatory signal and failing to return and make a proper start will have a 1 hour time penalty added to its elapsed time.

- 12. COURSE:** From the start, leave all course marks to port:
- A single letter Mark of the Marina del Rey Course Chart 16 **PHRF Classes Only**  
 Signaled by pennant on the RC boat, 1.5 nm from the start  
*NOTE: To be eligible for the Windward Dash Trophy, boats must pass between the windward mark RC boat and the designated windward mark.*
  - Stay to seaward of El Segundo Bell Buoy “2ES” **All Classes**
  - Palos Verde Buoy “10PV” to port, 11.0 nm from the Start, **All Classes**
  - Finish: San Diego Entrance Channel Buoy “3” at app 32° 38’N, 117° 14’W **All Classes**
- Handicap distance for Cruising and ORCA Class boats is 102.3 nm.  
 Handicap distance for PHRF classes is 103.8 nm.
- 13. RETIREMENT:** A boat retiring before finishing *must* notify one of the following:
- Starting Race Committee boat on VHF Ch 71.
  - Santa Monica Windjammers Yacht Club, ph. 310.827.7692 or 310.836.1199.
  - Southwestern Yacht Club, ph. 619.222.0438 or 858.245.8825.
  - A boat retiring and failing to make this notification may jeopardize acceptance of its entry in future races, and may be held responsible for search and rescue expense.
- 14. FINISH:** All boats shall take their finish time based on a GPS calibrated time when their bow is abeam and close aboard San Diego Channel Marker buoy “3”. This finish time plus the motoring time for cruisers should be called in to the SWYC Race Committee on VHF Ch 69 and reported on your Finish Record. Note your finish time on your Finish Record and if possible, the boats ahead of and behind you
- Boats must complete and submit the Finish Record at Southwestern Yacht Club within 2 hours after finishing. Finish Records should be given to the front desk at SWYC.
  - Slip Inquiries should made to SWYC on VHF Ch 68.
- 15. TIME LIMIT:** Boats not finishing by 2300 hours Saturday, July 6<sup>th</sup> will be scored DNF.

- 16. PROTESTS:** Protest forms should be submitted to the front desk at Southwestern Yacht Club between the hours of 0830 and 1700. Protest hearing notices will be posted on the Southwestern Yacht Club notice board.

Arbitration may be held prior to a protest hearing for all protests involving *RRS Part 2*. One representative of each party to the protest will appear before an arbitrator, no witnesses are permitted. If the protest is referred to a protest hearing, the arbitrator may be called as a witness to verify the consistency of facts found as presented in the unresolved hearing.

After the testimony of each representative, the Arbitrator shall reach one of the following conclusions:

- a. There was no breach of a rule. If the representatives agree, the protest is withdrawn and cannot be reopened. If any representative disagrees, the matter is referred to the Protest Committee.
- b. There was a breach of a rule by one or more of the boats involved. The representative(s) of the offending boat(s) have the option of accepting a ½ (one-half) hour time penalty or submitting the matter to a protest hearing. If the penalty is accepted, the matter cannot be reopened or made the subject of a redress request.
- c. The matter is referred to the Protest Committee

- 17. SCORING:** The Low Point Scoring System Appendix A4 will be used.

## FINISH RECORD

**MUST BE SUBMITTED BY ALL BOATS**

**Please Print Legibly**

	Skipper	Sail No	Boat Name	Finish Time
My Boat	_____	_____	_____	_____
Boat Ahead		_____	_____	_____
Boat Behind		_____	_____	_____

\_\_\_\_\_  
Skipper's Signature

## ENGINE TIME LOG CRUISING CLASS BOATS COMPLETE

Each time the engine is run in gear, the time must be logged when you started motoring. When the motoring is stopped, log the time and calculate the elapsed motoring time. Motoring time should be logged in 1/2 hour intervals (30 minutes) and any portion of a 30 minute interval motoring will be counted as 1/2 hour. *Example: 21 minute = 1/2 hour.*

	<u>Time Motoring Started</u>	<u>Time Motoring Stopped</u>	<u>Motoring Time</u>
My Boats Waterline Length	_____	_____	_____
	_____	_____	_____
Boats Adjusted Handicap	_____	_____	_____
	_____	_____	_____

Total Motoring Time = \_\_\_\_\_

I certify that this log is a complete and accurate record.

\_\_\_\_\_  
Skipper's Signature