



## Amended **SAILING INSTRUCTIONS**

Newport Harbor Yacht Club  
San Diego Yacht Club  
March 6 & 7, 2015

Sponsored by:



**REICHEL PUGH**  
YACHT DESIGN

### **1 RULES**

- 1.1 All boats in the Islands Race will be governed by the *rules* as described in *The Racing Rules of Sailing* (“RRS”).
- 1.2 The following rules apply to all monohull boats:
  - 1.2.1 US Safety Equipment Regulations, (USSER), US Coastal Race level, effective 4/23/2014, except as modified by the notice of race and these sailing instructions. These requirements are outlined in Addendum A, on the event website. Sections which have been heightened are additional or replaced requirements which have been adopted from the USSER Ocean category. They supersede any other class equipment requirement. (Amended 2/19/15 to confirm with NOR).
  - 1.2.2 The class rules of PHRF of Southern California (“PHRF”) will apply.
  - 1.2.3 For boats competing under the Offshore Racing Rules, ORR rules will apply, unless otherwise modified.
- 1.3 The following rules apply to all multihull boats:

The Ocean Racing Catamaran Association (“ORCA”) Racing Requirements, Sections 6, 7 and 8, will apply, as modified below.

### **2 AMENDMENTS TO THE RULES**

- 2.1 RRS Part 2, When Vessels Meet, is replaced between the hours of local sunset and local sunrise by “Part B-- Steering and Sailing Rules,” of the International Regulations for Preventing Collisions at Sea (“IRPCAS”).
- 2.2 RRS 50.2 Spinnaker Poles; Whisker Poles and RRS 50.3 Use of Outriggers are modified to allow the use of fixed and retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
- 2.3 RRS 51, Movable Ballast is modified to allow the movement of sails that are not set.
- 2.4 RRS 51, Movable Ballast, and RRS 52 Manual Power are modified to allow the positioning of movable ballast by power on boats as designed and as rated by the rating authority. All movable ballast systems shall be capable of manual operation if powered systems are inoperable.
- 2.5 RRS 55 is modified to allow the disposal of biodegradable material used to band spinnakers in the water.
- 2.6 RRS 62 Redress: RRS 62.1 is modified by adding the following: “(e) being directed by a government authority to deviate from her proper course.”
- 2.7 US Sailing prescriptions to RRS 60, 63.2 and 63.4 do not apply.
- 2.8 RRS 64.1, Penalties and Exoneration, is modified by adding: (d) 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.”
- 2.9 The Marine Industry Racer (MIR) rule of PHRF of Southern California does not apply to this race.

## 2.10 Multihull specific changes:

- 2.10.1 Delete ORCA 6.34 and all subparts.
- 2.10.2 Delete ORCA 7.37 and replace with: "All boats shall carry adequate inflatable life raft(s) designed for saving life at sea with designed capacity for containing the entire crew and capable of taking crew off under adverse sea conditions."
- 2.10.3 ORCA 8.43 is modified to require all boats to carry a satellite phone.
- 2.10.4 Add ORCA 8.5: "Annually, two thirds of the boat's racing crew shall practice man overboard procedures appropriate for the boat's size and speed."
- 2.10.5 Add ORCA 8.6: "At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single handed, including the person in charge, shall have attended a one day or two day US Sailing Safety at Sea Seminar within the last 5 years, or other courses as accepted by US Sailing."

## 3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board online ([www.islandsrace.com](http://www.islandsrace.com)) and on the supplemental notice boards at NHYC located in the main hallway and at SDYC located on the east side of the Sailing Center, facing the water.
- 3.2 Changes to the sailing instructions:
  - 3.2.1 Changes Made Ashore  
Any change to the SI made prior to 1800, March 5, 2015 will be posted to the official notice board and the supplementary notice board at NHYC.
  - 3.2.2 Changes Made Afloat  
Per RRS 90.2(c), any change to the SI made after 1800, March 5, 2015 will be announced afloat prior to the warning signal for the class to which it applies. The RC signal boat will display flag "L" to indicate that a change is being made, and the change will be announced via VHF 71.

## 4 POSTION TRANSPONDER

All boats are required to carry an active postion transponder as supplied by the OA. There are no fees associated with this requirement; however boats are responsible for returning the tracker in working order. Broken or lost transponders may be subject to replacement/damage charge of up to \$1000. Transponders will be available at the following times and locations:

- Wednesday, March 4, 1000 – 2100 @ NHYC
- Thursday March 5 between, 1000 – 2100 @ NHYC
- By prior arrangement (call 949-723-6869) between 1100 – 1400 on 3/6/14 in the vicinity of the starting area via NHYC Mark Set Vessel VSR on VHF 71.

After the race, transponders should be dropped off at the SDYC Sailing Office between 0900 and 1700 on Saturday, March 7, 2015. If for any reason you are unable to complete the race and return to a port other than San Diego, please call 619-758-6310 and let the Sailing Office know what arrangements you will make to return the tracker.

**5 SCHEDULE**

Divisions, Flags, and Scheduled warning signals are as follows:

Division	Division Flag	Time of warning
4	Numeral pennant 4	12:25
3	Numeral pennant 3	12:55
2/Fast 50	Numeral pennant 2	13:25
Sled	Numeral pennant 1	13:55
Multihull	Numeral pennant 0	14:25

**6 CHECK-IN**

- 6.1 The race committee intends to be on station beginning at 11:15.
- 6.2 A boat is required to be in the starting area and check in via radio no later than fifteen (15) minutes before her scheduled warning signal.
- 6.3 A boat shall check in via VHF Channel 72. A boat must announce her name, sail number and number of crew on board and be acknowledged by the RC.
- 6.4 Boats who fail to check in will be scored DNS without a hearing. This changes RRS A4 and A5.

**7 THE COURSE**

- 7.1 Each boat shall *start*, leave Catalina Island to port, leave San Clemente Island to port, and *finish* at San Diego Channel buoy "SD".
- 7.2 The diagrams in Appendix A show the course, the order in which marks are to be passed, and the side on which each mark is to be left. The approximate course length will be 129.5 nautical miles.

**8 AREAS OF POTENTIAL CONCERN**

- 8.1 While the RC is *not* designating the areas described in sections 8.2 - 8.5 herein, or their features as *obstructions* in these SI, we strongly urge boats to consult the preamble to RRS Part 2 and all current applicable navigation charts and Local Notices to Mariners. We also urge boats to maintain a proper radio watch (VHF 16) and to heed specific warnings and directives as conditions require in these areas.
- 8.2 The RC advises boats that the start area and surrounding waters may have underwater features that may impact deeper draft vessels. Please consult relevant navigational charts.
- 8.3 The RC advises that the exit from the starting area through any of the openings in the Long Beach breakwater are also designated navigational channels for commercial vessels that are constrained by draft, and which have right of way over sailboats.
- 8.4 The second mark of the course (San Clemente Island) is a designated US Naval weapons testing range.
- 8.5 The finish mark is in the vicinity of significant kelp growth and adjacent to the entrance buoy to San Diego Bay. Please navigate responsibly when approaching the finish area.

**9 MARKS**

Mark	Mark Description
Start	Yellow inflatable
1	Catalina Island
2	San Clemente Island
Finish	SD Approach Lighted Whistle Buoy ("SD", herein) 32°37.33N - 117°14.75W

## 10 THE START

- 10.1 The starting line will be located inside the Los Angeles Harbor breakwater approximately .75 nm east of Queens Gate (LB) which is the middle opening. Boats are permitted to exit the harbor through either gate.
- 10.2 The starting line will be between a staff displaying an orange flag on the RC signal boat (42' Grand Banks, *Jim Webster*) and the course side of a starting mark.
- 10.3 As a courtesy, the RC will attempt to hail any boat it identifies as OCS via VHF 71. Failure to make a hail or failure of communications equipment will not be grounds for redress. This changes RRS 62.1(a).

## 11 THE FINISH

- 11.1 The finishing line will be approximately 200 yards long and located between the course side of the Channel Buoy SD and a flag on the finish boat bearing 350° magnetic from Channel buoy SD. The race committee will attempt to notify the boat when she has finished.
  - 11.1.1 In the event circumstances or sea state dictate, a finish boat may be replaced by a yellow inflatable mark. RC vessels may remain in the area to observe a boat's finish and finish time.
  - 11.1.2 In the event the finish boat and an inflatable mark are missing, a boat shall record her finish in accordance with the US SAILING prescription to RRS 34. For the purpose of defining "90° to the last leg", the finishing line will be "the shortest practicable length" or approximately 200 yards long and on an axis defined by Channel Buoy SD and the Point Loma light (sighting to Channel Buoy SD @ 185° magnetic / sighting to the Point Loma light @ 005° magnetic)
- 11.2 When a boat is within 5 nm of Channel Buoy SD, she shall be responsible for attempting to contact the "Islands Race Committee" on VHF 71. This communication should include an estimated time of arrival at the finish line.
- 11.3 The time limit for all boats to *finish* will be 1700 Saturday, March 7, 2015. This changes RRS 35.
- 11.4 A boat that fails to *finish* by the time limit will be scored Did Not Finish without a hearing. This changes RRS A4 and A5.
- 11.5 After *finishing*, a boat shall log her finish time from a GPS report in Pacific Standard Time. If no contact has been made with the race committee via VHF 71, then as soon as she is safely within San Diego Harbor, a boat shall leave a voicemail or text the RC at 949-464-7917 with the following information: her name, finish time, and a contact number.

## 12 SAFETY REGULATIONS

A boat that retires from the race shall notify the RC as soon as possible with her final destination and ETA ashore. In the event they are unable to contact the RC on VHF 16 or 71, they should call or text 949-464-7917.

## 13 PROTESTS AND REQUESTS FOR REDRESS

- 13.1 Protest forms will be available on the notice board at SDYC. Protests and requests for redress or reopening shall be delivered to a person either at the dockside room (facing the water in the Sailing Center) or at the Front Desk at SDYC (available during business hours only) and within the appropriate time limit.
- 13.2 Notices of protests and requests for redress filed will be posted and updated as quickly as possible to inform boats of hearings in which they are parties or named as witnesses. Hearings will be held in the Dockside room located on the first floor of the Sailing Center at SDYC, and may be heard as soon as the *parties* are available.
- 13.3 Notices of protest by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 13.4 The protest time limit for all boats is 1830, March 7, 2015, or 90 minutes after the last boat *finishes*, whichever is earlier. This changes RRS 61.3.
- 13.5 A request for reopening a hearing shall be delivered no later than 30 minutes after the party was informed of the decision. This changes RRS 66.

**14 SCORING****14.1 Monohull PHRF Category (Overall and Divisions)**

- 14.1.1 PHRF Divisions will be scored using a boat's PHRF corrected time, calculated by multiplying her elapsed time by her time correction factor ("TCF").
- 14.1.2 The RC will score all monohull boats, regardless of a boat's division, for the overall award using a boat's PHRF corrected time, calculated by multiplying her elapsed time by her time correction factor ("TCF").

**14.2 ORR**

- 14.2.1 Sled Division corrected time will be calculated by multiplying her elapsed time by her ORR Off wind TCF.
- 14.2.2 Fast 50 Division corrected time will be calculated by multiplying her elapsed time by her ORR Off wind TCF.

**14.3 Multihull Category - A boats' corrected time will be calculated by multiply her elapsed time by her ORCA handicapped rating.****15 PRIZES**

- 15.1 The first monohull boat to finish will be commemorated on the Albert Soiland perpetual trophy and will receive a take-home trophy.
- 15.2 The overall monohull winner, scored on corrected time, will be commemorated on the Delaney perpetual trophy. The overall winner and the boats that earn the overall second- and third-place scores will receive take-home trophies.
- 15.3 The top boats in each category scored on corrected time in all divisions will receive take-home trophies.

**16 DISCLAIMER**

Sailing is an activity that has an inherent risk of damage and injury. Competitors in this race participate entirely at their own risk. See RRS 4, Decision to Race. The race organizers (OA, RA, Race Committee, Protest Committee, 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.

**CONTACTS****Race Committee**

RC Signal Boat (START): 42' Grand Banks, *Jim Webster*

Primary: VHF 71

Secondary – CHECK IN: VHF 72

24-hour emergency contact: 949-464-7917

**Newport Harbor Yacht Club**

Front Desk 9a-9p  
949-673-7730

Jenn Lancaster, Race Director  
949-723-6869

**San Diego Yacht Club**

Front Desk, 9a-7p  
619-221-8400

Jeff Johnson, Race Director  
619-758-6309

**Vessel Assist Catalina Island/ Boat US**

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

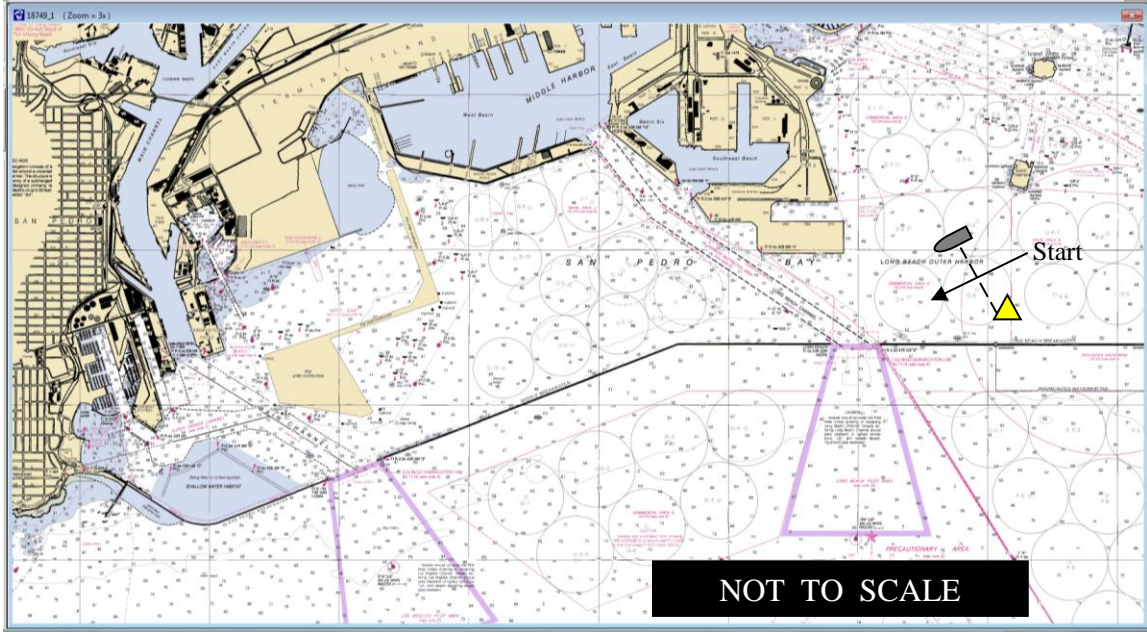
**U.S Coast Guard Rescue Coordination Center**

VHF 16  
24-hour Emergency Contact: 510-437-3700





A2. Detail of Approximate Starting Area in LA Harbor Inside Middle Breakwater



A3. Detail of Approximate Finish Area South of Point Loma

