



LONG BEACH TO DANA POINT RACE

**40th Annual Labor Day Race
Saturday, August 31, 2024**

SAILING INSTRUCTIONS

The Organizing Authority (OA) for this Race is composed of Shoreline Yacht Club, Dana Point Yacht Club and Dana West Yacht Club. A joint Race Committee (RC) of all three clubs will manage this race.

1. RULES

- 1.1 This race shall be governed by the 'Rules' as defined in the [2021-2024 Racing Rules of Sailing](#) (RRS).
- 1.2 [US Sailing Prescriptions](#) to RRS 63.2 will not apply.
- 1.3 All boats shall comply with the current equipment and safety regulations set forth by [US Safety Equipment Regulations \(USSER\) Nearshore Category](#).
- 1.4 For boats competing in a PHRF class, the [Rules of PHRF of Southern California](#) (PHRF) will apply and PHRF is the Rating Authority (RA).
- 1.5 For boats forming a One-Design class (of five or more boats), the rules of the relevant One-Design class will also apply, and they shall compete in the PHRF Fleet.
- 1.6 Participating boats shall not interfere with deep draft vessels or their tows within the Long Beach/Los Angeles harbors or approaches.
- 1.7 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.
- 1.8 RRS 51 (Movable Ballast) and RRS 52 (Manual Power) are modified as follows:
 - 1.8.1 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.
 - 1.8.2 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 Rating Authority. 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.
 - 1.8.3 Movable ballast systems designed and rated for the boat (excluding canting ballast strut and bulb) including reservoirs, pipes, tubes, tackle, etc. shall be positioned inside the hull and shall be firmly and indefectibly integrated with the structure of the boat. Movable ballast shall only be used within such systems and shall be seawater only, to the exclusion of all other liquids.
- 1.9 **[DP]** RRS 64.2, Penalties, is modified by adding: "(c) 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. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to these Sailing Instructions will be posted on the online [Official Notice Board](#) by 2100 the day preceding the race.

- 2.2 Changes may also be posted on the Supplemental Notice Boards located at:
 - 2.2.1 Upstairs race board at DPYC.
 - 2.2.2 In the race display case adjacent to the south door at SYC.
 - 2.2.3 In the window adjacent to the front door of DWYC.
- 2.3 Changes to the Sailing Instructions may be made on the water (RRS 90.2.c) as follows: Code flag L will be displayed and signaled by air horn. When code flag L is displayed with one blast of an air horn, participants should sail by the race committee signal boat to receive oral changes to the sailing instructions made on the water. A participant's failure to do so will not be grounds for redress.

3. COMMUNICATIONS TO COMPETITORS

- 3.1 Notices to competitors prior to 1000 on August 31, 2024 will be posted on the [Official Notice Board](#).
- 3.2 Notices after the time stated in 3.1 will be posted on the Supplemental Notice Boards as stated in 2.2.
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69.
- 3.4 Racers should monitor VHF69 prior to and during the race for communications from the RC regarding signals, postponement and other pertinent race communications.
- 3.5 [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.

4. CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SCHEDULE, CLASSES AND CLASS FLAGS

- 5.1 Classes and Class flags in the order of start, are as follows:

SCHEDULED				
CLASS	RATINGS	WARNING SIGNAL	CLASS FLAG	
NON-SPIN	ALL	1055	NUMERAL PENNANT "4"	
PHRF C	TBD	1100	NUMERAL PENNANT "3"	
PHRF B	TBD	1105	NUMERAL PENNANT "2"	
PHRF A	TBD	1110	NUMERAL PENNANT "1"	
ORCA	ALL	1115	NUMERAL PENNANT "0"	

- 5.2 The first Warning Signal is scheduled for 1055 hours.
- 5.3 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.

6. CLASSES

- 6.1 Entrants will be divided into 3 Fleets: PHRF, PHRF Non-Spinnaker and ORCA.
- 6.2 Fleets may be divided into classes based upon the number of entries and the ranges of their ratings.
- 6.3 Classes may be sub-divided including scoring classes: Double-Handed and All-Woman.
- 6.4 Non-Spinnaker classes shall be restricted in the use of headsails. Gennakers or any sail forward of the mast and not affixed to the headstay will not be allowed. Double headsails, where both of their luffs are attached to the headstay are allowed.
- 6.5 Class breaks will be posted on the online [Official Notice Board](#) by 2100 the day preceding the race. This changes the NOR.

6.6 Double-Handed and All-Woman entries will start with their assigned PHRF Class.

7. RACING AREA

7.1 The race area is the Pacific Ocean nearshore between Long Beach Harbor and Dana Point including the San Pedro Channel and area near oil platforms Ellen and Elly.

8. COURSES

8.1 **PHRF Spinnaker Classes and ORCA Class** – After starting shall leave to starboard an orange inflatable rounding mark lying approximately 1/4 nm from the starting line towards the breakwater; sail out the Los Angeles entrance (“LA Gate”) to San Pedro Channel (FLG 15 seconds at starboard end); leave to port as rounding marks oil platforms Ellen and Elly; leave to port as a rounding mark San Juan Whistle Buoy at Dana Point R2SJR (FLR 2.5 sec) and then finish.

8.2 The handicap distance for these Classes is 39 NM.

8.3 **PHRF Non-Spinnaker Classes** – After starting shall leave to starboard an orange inflatable rounding mark lying approximately 1/4 nm from the starting line towards the breakwater; sail out the Long Beach entrance (“Queens Gate”) to San Pedro Channel (FL 5 sec at starboard end); leave to port as a rounding mark San Juan Whistle Buoy at Dana Point R2SJR (FLR 2.5 sec) and then finish.

8.4 The handicap distance for the Non-Spinnaker Classes is 32 NM.

8.5 NOAA Chart 18749 covers Long Beach and Los Angeles Harbors of San Pedro Bay. Chart 18746 covers the entire race course.

9. MARKS

9.1 The starting marks will be two staffs each with a gold flag over a white flag. One staff may be on or near the Race Committee signal boat.

9.2 An orange inflatable rounding mark lying approximately 1/4 nm from the starting line.

9.3 PHRF Spinnaker and ORCA Marks:

9.3.1 Los Angeles entrance (“LA Gate”) to San Pedro Channel.

9.3.2 Oil platforms Ellen and Elly as rounding marks located at approximately 33° 34’59” N by 118° 07’43” W.

9.4 PHRF Non-Spinnaker Marks:

9.4.1 Long Beach entrance (“Queens Gate”) to San Pedro Channel.

9.5 San Juan Whistle Buoy at Dana Point R2SJR as a rounding mark.

9.6 The finishing marks will be the green lighted buoy, “G1” (FLG 2.5 sec.) at approximately 33°27.10’ N by 117°41.90’ W and a staff displaying a blue flag on the Race Committee signal boat.

10. CHECKING IN

10.1 Before the first Warning Signal, a boat shall sail past the stern of the RC signal boat when it is anchored on station in the starting area with code flag “L” being displayed, and hail its sail number until acknowledged by the Race Committee. A boat failing to do so will have a 15 minute time penalty added to their corrected finish time.

11. THE START

11.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

11.2 The starting line will be between two staffs each with a gold flag over a white flag attached to an anchored buoy and/or the Race Committee signal boat.

11.3 [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

11.4 As a courtesy, the RC will attempt to hail any boat it identifies as OCS on VHF69. Failure to make a hail,

failure of communications equipment, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a request for redress. This changes RRS 62.1(a).

12. THE FINISH

- 12.1 The finish line shall be approximately 150 yards off the Dana Point jetty at the green lighted buoy G'1' (FLG 2.5 sec.) at approximately 33° 27.10' N by 117° 41.90' W. **DO NOT CONFUSE this buoy with the entrance light to Dana Point Harbor.**
- 12.2 The finish line will be between a staff displaying a blue flag on or near the Race Committee boat and the green lighted buoy G'1'.
- 12.3. A proper finish will leave the Race Committee boat to starboard.

13. PENALTY SYSTEM

- 13.1 US Sailing Prescriptions Appendix V will apply.

14. TIME LIMITS

- 14.1 The Time Limit for the race is 2000 Saturday, August 31, 2024.
- 14.2. Boats failing to finish by the Time Limit will be scored Time Limit Expired (TLE). A boat scored TLE shall be scored equal to the last boat to finish plus 1. This changes RRS 35, A5.1, A5.2 and A10.
- 14.3. Failure to meet the Race Time Limit will not be grounds for redress. This changes RRS 62.1(a).

15. RETIRING FROM A RACE

- 15.1 [DP] A boat that retires from a race prior to finishing shall notify the RC at the first reasonable opportunity and obtain their acknowledgment before leaving the race course area by coming within hail or making contact on VHF69. If this is not possible, she shall promptly report her actions to Race Headquarters onshore.

16. HEARING REQUESTS

- 16.1 The protest time limit is 2100 or 60 minutes after the signal boats docks, whichever is earlier. The time will be posted on the online [Official Notice Board](#).
- 16.2. Hearing request forms will be available at the table by the front entrance of DWYC and [online](#).
- 16.3. The Protest Committee will post a list of the protests filed, the times and place(s) for the hearings, on the online [Official Notice Board](#). Boats are responsible for checking this posting. Failure to do so is not an excuse to be absent from a hearing.
- 16.4 Protests will be heard on Sunday, September 1, 2024 starting at 10AM at DWYC.
- 16.5 Arbitration as provided in RRS Appendix T will apply.

17. SCORING

- 17.1 The Low Point Scoring System, RRS Appendix A4 will be used.
- 17.2 PHRF Fleet results, including Double-Handed & All-Woman classes, will be calculated using the boat's PHRF Regional RLC rating.
- 17.3 Double-Handed and All-Women entries will be scored in both their PHRF Class and also in the Double-Handed Class or All-Women Class.
- 17.4 PHRF Non-Spinnaker Fleet results will be calculated using the boat's PHRF Regional OWC rating with their Non-Spinnaker offsets added.
- 17.5 Non-Spinnaker boats without a current, valid PHRF rating will be assigned a rating by the OA whose decision is final and binding and shall not be grounds for a request for redress. This Changes RRS 78.
- 17.6 Time-on-Time will be used for ORCA classes.
- 17.7 A boat that is observed OCS at her start signal, fails to return and restart, shall have 30 minutes added to her elapsed time. This alters RRS A.4.2

18. PRIZES

- 18.1 Awards Ceremony and brunch at Dana Point Yacht Club at 1100 on Sunday, September 1, 2024.
- 18.2 1st, 2nd and 3rd Place take home awards for each PHRF, Non-Spin and ORCA Class that has more than 5 registered boats.
- 18.3 There will be one take home award for the All-Women and Double-Handed Classes.
- 18.4 1st Place take home award each for the Overall Winner in the PHRF Fleet and Non-Spinnaker Fleet where the Fleet/Class has more than 12 boats.

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 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.**

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.

21. GENERAL INFORMATION

- 21.1 Questions regarding the Notice of Race, Entry, Eligibility or Sailing Instructions, including interpretations of published rules and amendments, must be submitted in writing to the OA at the following email addresses.

Race Contacts:

Race Coordinator	Owen Provence	714-655-7682	OProvence@mac.com
SYCLB Race Chair	Kris Flaig	562-818-2874	Racing@ShorelineYachtClub.com
DPYC Race Chair	John Berry	949-422-8830	Race@DPYC.org
DWYC Race Chair	Thomas Rafferty	949-294-0430	Race@DWYC.org
US Sailing PRO	Bill McNamara	714-421-3187	chutetrimmer@gmail.com

Dana Point Yacht Club

24399 Dana Drive
Dana Point, CA 92629
949.496.2900
www.dpyc.org

Shoreline Yacht Club

386 Shoreline Drive, South
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Dana West Yacht Club

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