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## **SAILING INSTRUCTIONS**

### **Port of Los Angeles Harbor Cup Cal Maritime Invitational Intercollegiate Regatta March 10<sup>th</sup>-12<sup>th</sup>, 2023**

#### **1 RULES**

- 1.1 The regatta will be governed by the ICSA Procedural Rules (PR), the rules as defined in the Racing Rules of Sailing (RRS), the Catalina 37 Rules for Handling of Boats, the Catalina 37 One Design Handbook and Class Rules, and these Sailing Instructions (SI's).
- 1.2 Rule 9 of the Inland Navigation Rules (72 COLREGS) will apply. (See Attachment A)
- 1.3 US Sailing Prescriptions to RRS 63.2 and 63.4 are NOT in effect

#### **2 NOTICES TO COMPETITORS**

- 2.1 Notices to competitors shall be posted on the official regatta notice board located just inside the main entrance at Los Angeles Yacht Club®.
- 2.2 Signals made ashore will be displayed from the halyards on the flagpole located in front of LAYC®.

#### **3 CHANGES IN SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

#### **4 SCHEDULE OF RACES**

<b>Day</b>	<b>Date</b>	<b>Time</b>	<b>Event</b>
Friday	3/10	1000	Skippers Meeting
Friday	3/10	1300	3 Practice starts
Friday	3/10	1330	Warning Signal, for one or more races
Saturday	3/11	1130	Warning Signal, for one or more races
Sunday	3/12	1130 PDT	Warning Signal, for one or more races

The Race Committee reserves the right to modify the above schedule according to prevailing weather conditions and/or unforeseen reasons.

The display of code flag "R" on the finish line race committee boat will indicate that an additional race will follow.

## 5 BOAT ASSIGNMENTS AND CREWS

Boats will be assigned by draw and each day a school will have a different boat. At registration each school will draw a boat rotation letter (A thru J). This letter will correspond to a pre-assigned rotation that will be posted to competitors each morning with no school having the same boat twice.

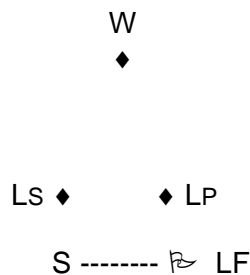
A crew of 8 including two females will sail at any one time, with 2 alternates allowed during the course of the regatta. There shall be no crew substitution during any day after the first warning signal of the first race of the day, except in the case of emergency due to injury to a crew member.

## 6 RACING AREA

The racing area will be outside Los Angeles Harbor, with the starting area approximately one nautical mile SW of the Los Angeles Harbor Entrance as designated on the Los Angeles Yacht Club Race Course Chart No. 2014 as S/F 3. Should the starting area need to be changed due to wind or sea conditions, the alternate racing area within the breakwater East of the LA Entrance, designated as S/F 1, will be used and instructions will be provided via VHF channel 71.

## 7 THE COURSES

- 7.1. Courses shall be windward/leeward as diagrammed below. Mark W shall be left to port. Leeward gates will be used. (A course board shall be displayed from the Committee Boat with the identifying number of the course to be sailed. The magnetic bearing between the Start and the windward mark will be signaled with code flags flown from the bow of the Committee Boat.) The starting line will be approximately 100 yards to leeward of gate marks (LS and LP).



- 7.2 When Mark L is specified, boats shall sail between the gate marks (LS and LP) from the direction of Mark W and round either mark. However, if there is only one mark at the leeward gate then boats shall leave that mark to port.
- 7.3 The courses are as follows:

Course 1	S-W-LF
Course 2	S-W-L-W-LF
Course 3	S-W-L-W-L-W-LF

- 7.4 Maximum wind speed (taking into account the sea state) to start a race shall be 20 knots and racing will be halted should wind speed exceed 25 knots.
- 7.5 Should conditions dictate; the race committee may limit the use of spinnakers. When K flag is flown the use of a spinnaker is prohibited. This signal will be made prior to the warning signal. Multiple horn blasts will be signaled with the K flag. In the event the K flag is flown, overlapping genoas shall not be used. 100% jibs will be used for that race, spinnaker poles shall remain on deck and NOT used with the jib

## **8 MARKS**

- 8.1 Marks W, LS and LP will be orange inflatable tetrahedron buoys.
- 8.2 New marks, as provided in SI 11, will be yellow inflatable tetrahedron buoys.
- 8.3 The starting and finishing marks are described in Instruction 9, The Start, and Instruction 12, The Finish.

## **9 THE START**

- 9.1 Races will be started using RRS 26. A white swallow tailed flag with the Port of Los Angeles Harbor Cup logo identification centered on it will be the class flag.
- 9.2 The starting line will be between two orange marks or shapes, one of which will be on or adjacent to the Race Committee Boat. There may be a limiting buoy to protect the Race Committee Boat. No yacht shall sail between this limiting buoy and the Race Committee Boat.
- 9.3 To draw attention that the race starting sequence is about to begin, multiple short sound signals will be made approximately one minute before the warning signal.

## **10 RECALLS**

Recalls will be signaled according to RRS 29. As a courtesy, the Race Committee will attempt to notify recalled boats by hailing their bow 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. This replaces PR 18 (b) ii).

## **11 CHANGE OF THE NEXT LEG OF THE COURSE**

To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as possible. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the newly positioned mark may be relocated without further signaling to maintain the course configuration. When in a subsequent change a new mark is replaced, it will be replaced with an original mark. This changes PR 18 (c) i).

## **12 THE FINISH**

- 12.1.1 The finish line will be between a staff supporting a blue flag on the Race Committee boat

and an orange mark or shape on the course side of finishing mark. There may be a limiting buoy to protect the Race Committee Boat. No yacht shall sail between this limiting buoy and the Race Committee Boat.

### **13 PENALTIES**

- 13.1 RRS 44.1 is modified as follows: "A boat that may have broken a rule of Part 2 while racing may take a penalty at the time of the incident. Her penalty shall be a One-Turn Penalty, unless she breaks a rule of Part 2 within the zone of any rounding mark or finishing mark, in which case her alternate penalty shall be a Two-Turns Penalty.
- 13.2 The penalty for any infringement of the Catalina 37 Rules for the Handling of Boats or SI 16 shall be at the sole discretion of the Protest Committee. [DP]

### **14 PROTESTS AND REQUESTS FOR REDRESS**

- 14.1 A boat intending to protest (in addition to following RRS 61.1) shall notify the race committee and identify the boat involved promptly after finishing the race in which the protest has occurred. This changes PR 29 (a).
- 14.2 Protests forms are available at the Los Angeles Yacht Club front desk and filed there within one hour after the time the race committee boat docks. The close of Protest Time shall be displayed at the front desk as soon as possible.
- 14.3 Notice of protests filed will be posted on the official regatta notice board within 30 minutes after the close of protest time. This shall serve as notification under RRS 63.2.
- 14.4 The jury will hear protests in approximately the order of receipt as soon as possible.

### **15 SCORING**

This regatta will be scored as provided in PR 23. A maximum of ten (10) races are scheduled of which at least three (3) races must be completed to constitute a regatta.

### **16 CHECK-IN AND RETIREMENT**

- 16.1 Before the warning signal for the first race each day, each boat shall pass the stern of the race committee boat and hail her bow number which will be acknowledged.
- 16.2 A boat that retires from a race shall notify the Race Committee by hailing or by VHF channel 71 before leaving the race area, or if unable to do so due to an emergency, shall notify the Los Angeles Yacht Club as soon as possible upon reaching shore.

### **17 RADIO & ELECTRONIC COMMUNICATIONS**

- 17.1 The Race committee boat intends to monitor VHF Channel 71. **Each school should provide their own handheld VHF radio capable of receiving and transmitting on VHF Channel 71.**
- 17.2 The Race Committee may use VHF channel 71 to broadcast information such as location of Race Committee Boat, bow 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).

17.3 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. This includes the use of cell phones.

17.4 Per Rule 2.7 of the Catalina 37 Class Rules, GPS's are not permitted at any time.

## **18 COACHING BOATS**

Coach boats will be provided. One (1) boat per two teams requesting will be provided upon request. Restrictions per PR 19 will apply.

## **19 BREAKDOWNS & REPAIRS**

On dock and on the water assistance will be available to the competitors should there be equipment failure. All effort will be made to make repairs between races on the water. Rule 20 of the PR's will apply should repair require the retirement of a competitor due to non-repairable damage or lack of an alternate reserve boat.

19.1 A boat intending to file for redress for a breakdown shall fly the Code Flag "V" (red X on white background) (supplied) at the earliest opportunity during the race, and shall notify the race committee upon finishing.

19.2 Requests for redress for a breakdown must be filed in the same manner as protest using the protest form provided. Guidelines for breakdowns can be found in ICSA Procedural Rules Appendix E.

19.3 Code Flag "V" must be flown from the backstay or from a staff at the stern of the boat. All skippers/crews must ensure that the flag is aboard at the beginning of each day.

## **21 TROPHIES & PRIZES**

21.1 Trophies will be presented at the Trophy Ceremony at Los Angeles Yacht Club on Sunday, March 12, 2023.

## **22 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. The organizers and sponsors bear no responsibility for accidents, damages or injuries to boats or their crew arising from any cause during races or related activities. Attention is drawn to RRS Part I - Fundamental Rules. The safety of a boat and its crew is the sole and inescapable responsibility of the Skipper who must ensure that the boat is fully sound, thoroughly seaworthy and manned by an experienced and physically capable crew. Neither the establishment of regulations or inspection of a boat in any way limits or reduces the complete and unlimited responsibility of the Skipper. It is the sole and inescapable responsibility of the Skipper of each boat to decide whether or not to start or continue in any race.

Tom Trujillo, Principal Race Officer  
[HarborCupPRO@layc.org](mailto:HarborCupPRO@layc.org)  
213-500-3545 (cell)

## ATTACHMENT A

### **Rule 9 of the Inland Navigational Rules (72 COLREGS)**

Rule 9. Narrow Channels.

(a) (i) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.

(ii) Notwithstanding paragraph (a)(i) and Rule 14(a), a power-driven vessel operating in narrow channels or fairways on the Great Lakes, Western Rivers, or waters specified by the Secretary, and proceeding downbound with a following current shall have the right-of-way over an upbound vessel, shall propose the manner and place of passage, and shall initiate the maneuvering signals prescribed by Rule 34(a)(i), as appropriate. The vessel proceeding upbound against the current shall hold as necessary to permit safe passing.

(b) A vessel of less than 20 meters in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.

(c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.

(d) A vessel shall not cross a narrow passage or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.

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| (e) (i) In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d) | (i) In a narrow channel or fairway when overtaking, the power-driven vessel intending to overtake another power-driven vessel shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c) and take steps to permit safe passing. The power-driven vessel being overtaken, if in agreement, shall sound the same signal and may, if specifically agreed to take steps to permit safe passing. If in doubt, she shall sound the danger signal prescribed in Rule 34(d) |
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(ii) This rule does not relieve the overtaking vessel of her obligation under Rule 13.

(f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).

(g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

