

Sailing Instructions AMMENDED 03/10/2024

'Random Leg Course'

St. Patrick's Race | Saturday, March 16th, 2024

Anacapa Yacht Club

Rules This race will be governed by the rules as defined in the Racing Rules of Sailing. Any changes to the rules allowed by rule 86 will be stated in the Sailing Instructions with the rule number and specific change.

Entries

Race entry and payment of fees is available online only through the AYC Website Events Page ([REGISTER](#)). Select the race you want to register for and pay your registration fee.

Notices to Competitors

Notices to competitors will be available via email or at anacapayachtclub.org

Racing Area

The racing area will be in the immediate vicinity of the Mandalay Spar Buoy.

Courses and Marks

The course chart will be displayed at the AYC Clubhouse and copies available for download [HERE](#). The course will be designated by a black number on a white board. All marks will be noted on the course chart. Buoys associated with the mark (i.e., Platform Gina) are considered part of the 'mark' and thus must be rounded.

Starting and Finishing Lines

STARTING

1. The warning signal for the first race will be at 1124 hours at the race committee boat.

2. The Start Line will be a line from the Orange Flag on the Stern of the Committee Boat to the **MANDALAY BOUY**.
3. All boats are to check in on CHANNEL 68 prior, or come within hailing distance to the race sequence start. The starting system will be done using rule #26 of the racing rules.
4. Boats whose class warning signal has not sounded shall keep clear of the starting area and shall keep clear of boats whose class warning signal HAS sounded.
5. Class flags will be solid color as described below:
First start **A Fleet** – Red
Second start **B Fleet** – Green
Third start **C Fleet** – Yellow
6. **Rule 26:** The warning signal for each succeeding class shall be made with the starting signal of the preceding class.

FINISHING

7. The finish shall be on a line between a permanent mark offshore from the Mandalay Power Plant and the stack of the power plant. The stack bears 57 degrees Magnetic from the mark. All racers shall record the time that their bow crosses this line. All boats shall finish within 3 boat lengths of the mark. The finish time shall be reported to the RC.

OTHER

8. **RETIREMENT:** A boat that has started and subsequently retires shall notify the RC as soon as possible. The RC will monitor VHF Channel 68 throughout the race. The PRO's cell number is (805) 509-3784.
9. **PROTESTS:** Protests shall be prepared on forms available online at the following link https://www.ussailing.org/wp-content/uploads/2022/01/US_Sailing_Hearing_Request_Form_20210301_Fillable.pdf and emailed to the PRO at MarshallAYC@gmail.com within 2 hours of the finish of the protesting boat or within 2 hours of her return to harbor if she retires.

10. SAFETY EQUIPMENT: All PHRF classes shall carry the safety equipment specified by the U.S. Safety Equipment Requirements for U.S. Nearshore Races (Definition 1.0.3). The following changes are made to the Monohull SERs: In section 3.3.1 delete, "not be located below deck level. In section 3.19.1 delete, "permanently mounted." In addition, lifeline requirements 2.4.1 – 2.4.8 apply with the exception that coated lifelines are permitted. All boats regardless of class shall carry a VHF radio capable of transmitting and receiving on channels 16 and 68.

Minutes Before Singal Start	Visual Signal	Sound Signal	Means
6		Multiple Short	1m to 5m seq
5	Class Flag	One	5m warning
4	P.I, Z, Z with I or black	One	Preparatory Signal
1	Preparatory Flag Removed	One Long	One Minute
0	Class Flag Removed	One	Starting Signal

Disclaimer of Liability

Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race. Each participant boat shall be insured with valid third-party liability insurance with a minimum cover of \$300,000 per incident or the equivalent.