



# CAL RACE WEEK

Saturday and Sunday, May 30 - 31, 2026

Marina del Rey, California USA

**MARTIN 242 PACIFIC COAST CHAMPIONSHIP**

## SAILING INSTRUCTIONS

### GENERAL INFORMATION

The Organizing Authority (OA) is California Yacht Club (CYC), located at 4469 Admiralty Way, Marina del Rey (MdR), CA 90292

Phone: 310.823.4567 | Web: [www.calyachtclub.com](http://www.calyachtclub.com)

Event Chair: Julia Rychlik at 805.405.5085 or [juliamrychlik@gmail.com](mailto:juliamrychlik@gmail.com)

### 1. CHANGES TO SAILING INSTRUCTIONS

- 1.1 Any written change to the Sailing Instructions (SIs) will be posted before 0930 on the day it will take effect and may be emailed to registered competitors at the time they are posted.
- 1.2 Oral changes to an SI may be made on the water by the Race Committee (RC) signal vessel displaying code flags L over K with one sound signal. This means "come within hail" of the RC signal vessel to receive any oral changes. The RC may also broadcast oral changes to each boat on VHF radio as provided in SI 2.2 and require acknowledgement.

### 2. COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board which is the [Cal Race Week](#) webpage on the CYC website.
- 2.2 On the water, the RC intends to monitor and communicate with competitors on VHF radio as follows:

**Racing Area #1** – Channel 68

**Racing Area #2** – Channel 69

Failure of the RC to broadcast, mistaken broadcasts, or failure of a competitor to receive this information will not be grounds for a request for redress. This change is added to the Racing Rules of Sailing (RRS) 61.1(a) (Requesting or Considering Redress).

- 2.3 [DP] While racing, 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.

### 3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed on the flagpole on the CYC front lawn.
- 3.2 When the Answering Pennant (AP) is displayed ashore, "1 (1) minute" is replaced by "not less than sixty (60) minutes" in RRS Race Signals AP.

### 4. SCHEDULE OF RACES

- 4.1 For the J/70, Viper 640, Martin 242, and Melges 15 classes, seven (7) races are scheduled: four (4) on Saturday and three (3) on Sunday. For all other classes, five (5) races are scheduled: three (3) on Saturday and two (2) on Sunday. The RC, at its discretion, may run fewer races for any or all classes.
- 4.2 The scheduled time of the first warning signal each day is 1230. Subsequent races will start as soon as practicable.
- 4.3 No initial warning signal will be made after 1530 on Sunday for any class.
- 4.4 The RC may display flag A (with no sound) while boats are finishing to signal that there will be no more races conducted that day.

### 5. ORDER OF STARTS

The order of starts may change following the first race each day. For subsequent races, the RC may announce the starting order on VHF radio as provided in SI 2.2.

### 6. RACING AREAS

There are two Racing Areas in Santa Monica Bay. Race Area assignments will be posted on the [Official Notice Board](#) by 1230 on Friday, May 29.

- (a) On Racing Area #1, the starting line is approximately 1.0 nm, bearing 270°M from the north entrance to Marina del Rey;
- (b) On Racing Area #2, the starting line is approximately 1.9 nm, bearing 295°M from the north entrance to Marina del Rey.

## 7. MARKS

Marks are described in SI Addendum A.

## 8. COURSES

Courses are described in SI Addendum A.

## 9. THE START

- 9.1 To alert boats that a race or sequence of races will begin soon, multiple sound signals may be made approximately one (1) minute before the warning signal for the first class. There will be one (1) minute between any consecutive starting sequences, unless otherwise hailed by the RC as provided in SI 2.2.
- 9.2 The starting line is between the course side of Mark S and the staff displaying an orange and white checkered flag on the port side of the RC signal vessel (see Course Diagrams on SI Addendum A). At least three (3) minutes prior to any sequence of starts, the RC will announce that the starting line is set, as provided in SI 2.2.
- 9.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to hail her sail number on VHF as provided in SI 2.2. For Melges 15 (M15) class, see Addendum B.
- 9.4 A boat that does not start within five (5) minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1 (Scores Determined by the Race Committee).
- 9.5 Competitors should be aware that other classes might be finishing while they are starting, and that RRS 23.1 (Interfering with Another Boat) prohibits boats not racing from interfering with boats that are racing.
- 9.6 [DP] A boat whose warning signal has not been made shall not come within three (3) of her hull lengths of the starting line during the starting sequence for other classes. This rule shall not be grounds for protest by a boat. This change is added to RRS 60.1 (Right to Protest).
- 9.7 For the Melges 15 (M15) class, Addendum B describes the starting sequence.

## 10. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by the original mark.

## 11. THE FINISH

- 11.1 The finishing line is between the course side of Mark F and the staff displaying a blue flag on the starboard side of the RC signal vessel. (see Course Diagram on SI Addendum A).
- 11.2 Competitors should be aware that other classes might be starting while they are finishing, and that RRS 23.1 (Interfering with Another Boat) prohibits boats not racing from interfering with boats that are racing.

## 12. PENALTY SYSTEM

US Sailing Prescription Appendix V, Section V1, Penalty at the Time of an Incident, applies.

## 13. HEARING REQUESTS

- 13.1 The protest time limit each day is forty-five (45) minutes after the RC signal vessel for each Racing Area docks on that day. These times will be posted at the *Protest Time Limit and Hearing Schedule* link located on the [Official Notice Board](#) no later than fifteen (15) minutes after the RC signal vessel for each Racing Area docks.
- 13.2 RRS 61, Redress, is modified as follows:
- (a) The second sentence of RRS 61.2(b)(1) (Requests for Redress) is replaced with: "If the request is based on an incident in the racing area, it shall be filed within the protest time limit for that day."
  - (b) A notice of boats scored per RRS A5.1 (Scores Determined by the Race Committee) each day will be posted no later than fifteen (15) minutes after the RC signal vessel for a Racing Area docks on that day at the *View Starting Penalties* link located on the [Official Notice Board](#). The deadline for a request for redress based on these scores is the protest time limit for that day.
  - (c) The time limit for a request for redress based on the outcome of a scoring inquiry (see SI 14.2) is thirty (30) minutes after that outcome has been posted.
- 13.3 Hearing request forms are available at the *File a Protest* link located on the [Official Notice Board](#).
- 13.4 Notices will be posted no later than fifteen (15) minutes after the protest time limit for each Racing Area each day at the *Protest Time Limit and Hearing Schedule* link located on the [Official Notice Board](#) to inform competitors of hearings in which they are parties. Hearings will be heard as soon as possible in the Clubhouse P130.
- 13.5 US Sailing Prescriptions to the Preamble Part 5, Section B (Hearings and Making Decisions) and RRS 63.1 (Rights of Parties) do not apply.

## 14. SCORING

- 14.1 Preliminary results will be posted on the [Official Notice Board](#) as soon as possible after racing each day.
- 14.2 Competitors shall notify the RC of any scoring errors using the *Submit Scoring Inquiry* link on the [Official Notice Board](#). The deadline to file a scoring inquiry is the protest time limit or thirty (30) minutes after the preliminary results have been posted for that day, whichever is later.
- 14.3 RRS 90.3(e) (Scoring) applies.

**15. [DP] SAFETY REGULATIONS**

- 15.1 Each race day, competitors must check-in with the RC signal vessel that is assigned to the competitor's Racing Area prior to the first warning signal. When the RC signal vessel is displaying code flag L, each competitor shall sail past the stern of the RC signal vessel, hail her sail number, and be recognized by the RC. Boats missing their first race of the day must check-in upon arrival at their Racing Area. Boats failing to check-in properly may be given a twenty percent (20%) scoring penalty for their first race of the day, assessed without a hearing. This change is added to RRS A5.1 (Scores Determined by the Race Committee).
- 15.2 A boat that retires from a race prior to finishing or has come to the racing area but does not intend to start a scheduled race shall notify the RC either before leaving the Racing Area or as soon as possible after arriving ashore. Boats failing to notify the RC of the foregoing may be given a twenty percent (20%) scoring penalty for their last race of the day, assessed without a hearing. This change is added to RRS A5.1 (Scores Determined by the Race Committee).

**16. [DP] SUPPORT TEAMS**

- 16.1 All Support Person Vessels (SPVs) shall carry and monitor a VHF radio capable of communicating on normal domestic and international channels.
- 16.2 SPVs shall not enter the racing area from the first preparatory signal of the day until the last finish of the day. However, SPVs may enter the racing area at the direction of the RC to assist a competitor. The racing area shall be as indicated on Addendum A and include any other area within one hundred (100) meters of any boat still racing.
- 16.3 SPVs shall neither create wakes nor otherwise interfere with competitors.
- 16.4 SPVs and spectator vessels shall not be launched or recovered at CYC while competitors are launching or recovering their boats and must check in with the Waterfront Director, [Chase Young](#) (310.823.4567) prior to using the hoist. Alternately, boats may use the public ramp at Dock 52 on Fiji Way and keep the trailers at CYC.

**17. [DP] BERTHING / HAUL-OUT RESTRICTIONS**

There will be assigned slips or rafting areas for all boats. Only M15 class boats may be hauled out during the event without prior written permission of the RC.

**18. PRIZES**

There will be an awards ceremony at CYC after racing on Sunday.

**19. RISK STATEMENT**

Competitors participate in the event entirely at their own risk. See RRS 3, Decision to Race. By participating in the event, each competitor agrees to release the race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for the event) from any and all liability associated with such competitor's participation in the event to the fullest extent permitted by law.



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## SI ADDENDUM A: COURSES

### SI 7. MARKS (continued)

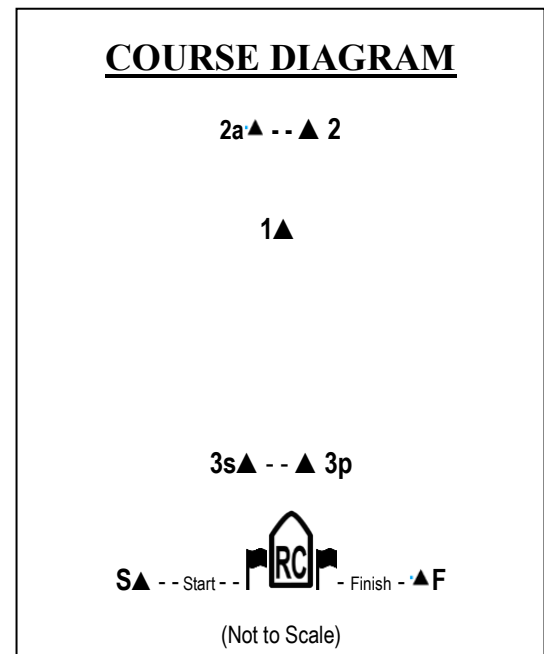
- 7.1 Mark 2a (offset mark) is a small yellow tetrahedron with a black band.
- 7.2 Marks 1 and 2 are orange or yellow tetrahedrons whose color is signaled per SI 7.4.
- 7.3 Marks 2 and/or 2a may or may not be in the water at the discretion of the PRO.
- 7.4 The color of Marks 1 and 2 is indicated during the starting sequence by an orange or yellow pennant displayed with the course numeral pennant.
- 7.5 A new windward mark, as provided in SI 10, is the alternate color to the one signaled during the starting sequence.
- 7.6 On **Racing Area #1 and #2**:
  - (a) Marks 3s/3p are yellow tetrahedrons;
  - (b) Marks S is a orange tetrahedron.
  - (c) Mark F is a pink tetrahedron

### SI 8. COURSES (continued)

- 8.1 Mark 1 shall be rounded to port. Marks 2 and 2a, if in the water, shall be rounded to port.
- 8.2 The angle between Mark 2 and Mark 2a is approximately 90°.
- 8.3 Mark 3s/3p is a gate. In the event only one gate mark is on station, that mark shall be rounded to port.
- 8.4 The starting/finishing lines are approximately 0.1 nautical mile to leeward of Mark 3s/3p.
- 8.5 No later than the warning signal for each class, the RC signal vessel will use numeral placards or a white board to display the approximate magnetic bearing and distance from Mark 3s/3p to the first weather mark.
- 8.6 No later than the warning signal for each class, the RC signal vessel will use numeral pennants to signal one of the courses shown below:

| Numeral Pennant | Courses  |
|-----------------|--|
| 1               | Start – 1 – 3s/3p – 1 – Finish                               |
| 2               | Start – 1 – 3s/3p – 1 – 3s/3p – 1 – Finish                   |
| 3               | Start – 2 – 2a* – 3s/3p – 2 – 2a* – Finish                   |
| 4               | Start – 2 – 2a* – 3s/3p – 2 – 2a* – 3s/3p – 2 – 2a* – Finish |
| 5               | Start – 2 – 2a* – 3s/3p – 1 – Finish                         |

(\*) Ignore if mark is not in the water.





CALIFORNIA  
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## SI ADDENDUM B: VAKAROS STARTING

### SI 9. THE START (continued)

9.8 The RC intends to use the Vakaros RaceSense system for all M15 race starts to signal the starting sequence and to identify and notify OCS boats via each boat's Vakaros unit. If the RC determines that the system will not be used, they will display flag F prior to the warning signal (see SI 9.11 below).

### 9.9 Vakaros Starting System

(a) RRS 26 (Starting Races) is changed to: "Races will be started by RaceSense. Times shall be taken from the timer display on a boat's Vakaros unit."

| Minutes before starting signal | Visual signal on Vakaros Unit | Means              |
|--------------------------------|-------------------------------|--------------------|
| 5                              | 5:00                          | Warning Signal     |
| 4                              | 4:00                          | Preparatory Signal |
| 1                              | 1:00                          | One minute         |
| 0                              | 0:00                          | Starting Signal    |

(b) The countdown to the start on the Atlas 2 or Atlas Edge from RaceSense will be the official time. Signal flags and any auditory signals from the RC signal boat will only be used for information purposes. This changes RRS 26.

(c) Individual recalls will be made by the Vakaros RaceSense system. The RC will not notify competitors who are on the course side of the starting line prior to the start via VHF. Notification will be via red lights and an "OCS" message on the Vakaros RaceSense device after the start. If a boat's device indicates that it is OCS, it must sail back below the line until the unit's light changes from red to green and displays "Cleared".

(d) Race Signal "X" (Recall Signals; Individual Recall) is changed to the display of "OCS" and red lights on a boat's Vakaros unit.

(e) RRS 29.1 (Recalls; Individual Recall) is replaced by: "When at a boat's starting signal any part of her hull is on the course side of the starting line or she must comply with rule 30.1, the race committee will promptly notify all such boats by displaying "OCS" and red lights on the boat's Vakaros unit. The notification shall be displayed until the hull of the boat has been completely on the pre-start side of the starting line or one of its extensions, and until the boat has complied with Rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is earlier. If rule 29.2, 30.3, or 30.4 applies this rule does not."

### 9.10 Flag F Starting System

(a) The starting line will be between a staff displaying an orange and white checkered flag on the signal vessel at its starboard end and the course side of the starting mark at its port end (See SI Addendum A).

(b) If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the RC will attempt to hail her sail number as provided in SI 2.2. RRS 29.1 will apply.