

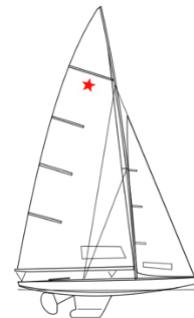


King of Spain Regatta

District 5 Blue Star Championship

District 5 Green Star Championship

Saturday & Sunday, July 11 – 12, 2026
Marina del Rey, California, USA



*Held in conjunction with days 2 and 3
of the M242 North American Championship*

SAILING INSTRUCTIONS

GENERAL INFORMATION

The Organizing Authority (OA) is the International Star Class Yacht Racing Association District 5 in conjunction with California Yacht Club (CYC). CYC is located at 4469 Admiralty Way, Marina del Rey, CA 90292

Phone: 310.823.4567 | Web: www.calyachtclub.com

Event Chair: Marylyn Hoenemeyer at hoenemeyer@roadrunner.com or 310.617.3870

1. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions (SIs) will be posted before 0930 on the day it will take effect.

2. COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the Official Notice Board which is the [King of Spain Regatta](#) webpage.

2.2 On the water, the Race Committee (RC) intends to monitor and communicate with competitors on VHF radio channel 68. 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 RRS 62.1(a) (Requests for 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 located on the CYC front lawn.

3.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than sixty (60) minutes" in RRS Race Signals AP.

4. SCHEDULE OF RACES

4.1 Five (5) races are scheduled: three (3) on Saturday and two (2) on Sunday. Without posting a change to the schedule of races, the RC reserves the right to run one more race on Sunday if fewer than the scheduled number of races is completed on Saturday. The RC, at its discretion, may run fewer total races.

4.2 The scheduled time of the first warning signal for the first class starting each day per SI 5 is 1230. Subsequent races will start as soon as practicable.

4.3 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. If flag A is displayed with a class flag, it pertains only to that class.

5. ORDER OF STARTS

The order of starts for the first race each day will be posted on the [King of Spain Regatta](#) webpage as a Notice to Competitors.

6. CLASS FLAG

The class flag is a red Star logo on a white background.

7. RACING AREA

The racing area is on Santa Monica Bay with the starting area approximately one (1) nautical mile northwest of the Marina del Rey breakwater.

8. MARKS

Marks are described in SI Addendum A.

9. COURSES

Courses are described in SI Addendum A.

10. THE START

10.1 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.

10.2 The RC intends to use the Vakaros Race Sense system for all 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 10.4 below).

10.3 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. The countdown to the start on the Atlas 2 or 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."

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 starting line is between a Vakaros unit mounted on the starting mark at its port end and a Vakaros unit mounted on the staff displaying an orange and white checkered flag on the RC signal vessel at its starboard end. (See SI Addendum A.)

(c) Recalls will be made by the Vakaros unit. The RC will not notify competitors who are on the course side of the starting line prior to the start via VHF. Notification of a boat being "OCS" will be via red lights and a "OCS" message on the Vakaros unit after the start. If a boat's Vakaros unit indicates that it is OCS, it must clear itself pursuant to the correct procedure indicated at the Preparatory Signal. Until the Vakaros unit's light changes from red to green and displays "Cleared", a boat is still considered "OCS".

(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 is 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."

10.4 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.

10.5 A boat that does not start within ten (10) minutes after her starting signal shall be scored Did Not Start (DNS) without a hearing. This change is added to RRS A5.1.

11. CHANGING THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will lay a new weather mark (or move other marks and/or 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 with the original mark.

12. THE FINISH

12.1 The finishing line is between a Vakaros unit mounted on the course side of Mark F at its port end and a Vakaros unit mounted on the staff displaying a blue flag on the RC signal boat at its starboard end (See SI Addendum A).

12.2 Competitors should be aware that on Saturday and Sunday, the M242 Class might be starting while they are finishing, and that RRS 23.1 prohibits boats not racing from interfering with boats that are racing.

13. PENALTY SYSTEM

US Sailing Prescription Appendix V1, Penalty at the Time of an Incident, is in effect.

14. TIME LIMITS

14.1 The Mark 1 Time Limit, Finishing Window and Race Time Limit (see RRS 35, Race Time Limit and Scores) are shown in the table below in minutes.

Mark 1 Time Limit	Finishing Window	Race Time Limit
30	30	120

14.2 The target time for each race is 60 minutes. Failure to meet the target time will not be grounds for a request for redress. This change is added to RRS 62.1(a) (Requests for Redress).

14.3 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.

14.4 The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place two more than the finishing place of the last boat that sailed the course within the Finishing Window and was not otherwise penalized. This changes RRS 35 (Race Time Limit and Scores) and is added to RRS A5.1, 5.2 and A10 (Scores Determined by the Race Committee; Scoring Abbreviations).

15. HEARING REQUESTS

15.1 The protest time limit each day is forty-five (45) minutes after the RC signal boat docks on that day. This time will be posted at the *Protest Time Limit and Hearing Schedule* link located on the [King of Spain Regatta](#) webpage no later than fifteen (15) minutes after the RC signal boat docks.

15.2 RRS 62.2, Redress is modified as follows:

- (a) The second sentence of RRS 62.2 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 each day will be posted at the *View Starting Penalties* link located on the [King of Spain Regatta](#) webpage no later than fifteen (15) minutes after the RC signal boat docks on that day. 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 a scoring inquiry (see SI 16.2) is 30 minutes after the results of the scoring inquiry have been posted.

15.3 Hearing request forms are available at the *File a Protest* link located on the [King of Spain Regatta](#) webpage.

15.4 Notices will be posted no later than fifteen (15) minutes after the protest time limit each day at the *Protest Time Limit and Hearing Schedule* link located on the [King of Spain Regatta](#) webpage to inform competitors of hearings in which they are parties. Hearings will be heard as soon as possible in the Commodore’s Lounge of the CYC clubhouse (P130).

15.5 US Sailing Prescriptions to the Preamble Part 5, Section B (Hearings and Making Decisions) and RRS 63.1 (Rights of Parties) do not apply.

16. SCORING

16.1 Preliminary results will be posted on the [King of Spain Regatta](#) webpage as soon as possible after racing each day.

16.2 Competitors shall notify the RC of any scoring errors using the *Submit Scoring Inquiry* link on the [King of Spain Regatta](#) webpage. 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.

17. SAFETY REGULATIONS

17.1 Prior to the warning signal for the first start each day, when the RC signal boat is displaying Code Flag “L”, each competitor shall sail past the stern of the RC signal boat, hail her sail number, and be recognized by the RC. Boats missing their first race may check in upon arrival at the Racing Area. Any boat failing to check-in properly may be given a twenty percent (20%) scoring penalty applied without a hearing to that boat’s first valid race of the day. This change is added to RRS A5.1.

17.2 [DP] A boat that retires from a race prior to finishing or 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.

18. [DP] SUPPORT TEAMS

- 18.1 All SPVs shall carry and monitor a VHF radio capable of communicating on normal domestic and international channels.
- 18.2 SPVs shall not enter the racing area from the preparatory signal of a race until the finish of the last boat in that race. However, SPVs may enter the racing area at the direction of the RC to assist a competitor or after a general recall, abandonment or postponement until a new preparatory signal has been made. The racing area shall be as indicated on SI Addendum A and include any other area within one hundred (100) meters of any boat still racing.
- 18.3 SPVs shall neither create wakes nor otherwise interfere with competitors.
- 18.4 SPVs and spectator boats shall not be launched or recovered at CYC while competitors are launching or recovering their boats and must check in with the CYC 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.

19. PRIZES

The awards ceremony will be held at CYC after racing on Sunday.

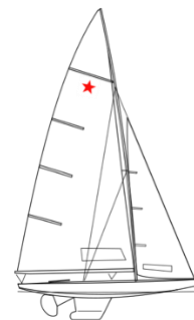
20. RISK STATEMENT

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

SI 8. MARKS (continued)

- 8.1 Mark 1 is an orange or yellow tetrahedron whose color is signaled during the starting sequence by an orange or yellow pennant displayed on the RC signal boat
- 8.2 A new windward mark, as provided in SI 11, is the alternate color to the one signaled during the starting sequence.
- 8.3 Mark 1a (offset mark) is a small orange tetrahedron with a black band.
- 8.4 Mark 2s/2p are pink tetrahedrons.
- 8.5 Mark S is a yellow tetrahedron.
- 8.6 Mark F is a small orange tetrahedron.

SI 9. COURSES (continued)

- 9.1 Marks 1 and 1a shall be rounded to port.
- 9.2 Mark 2s/2p is a gate. In the event only one gate mark is on station, that mark shall be rounded to port.
- 9.3 The starting/finishing line is approximately 0.1 nautical mile to leeward of Mark 2s/2p.
- 9.4 No later than the warning signal for each race, the RC signal boat will use numeral placards to display the approximate magnetic bearing and distance from Mark 2s/2p to the first weather mark.
- 9.5 The course shown below will be used for all races.

Numeral Pennant	Course
1	Start – 1 – 1a – 2s/2p – 1 – 1a – Finish

