



SOCAL 300 SAILING INSTRUCTIONS

Santa Barbara Yacht Club & San Diego Yacht Club
May 30 - June 1, 2024

1. RULES

- 1.1. All boats will be governed by the *rules* as described in *The Racing Rules of Sailing* (RRS).
- 1.2. All boats shall monitor VHF Ch. 16 for the duration of the race.
- 1.3. **All boats are encouraged to reference the Notice of Race section 1 – RULES, section 6 – SAFETY, and section 7 – POSITION TRANSPONDER for rules changes in effect while racing.**
- 1.4. RRS 55.3 Sheeting Sails is modified to allow the use of declared whisker poles or outriggers attached to the hull for the purpose of setting headsails. This does NOT permit using such poles/outriggers on Large Roach Headsails.
- 1.5. RRS 62 Redress: RRS 62.1 is modified by adding the following: “(e) being directed by a government authority to deviate from her proper course.”
- 1.6. US Sailing prescriptions to RRS 63.1 and 63.2 do not apply.
- 1.7. RRS 64.2, Penalties, is modified by adding: (c) “it may assign a time penalty to be added to the boat’s corrected time as indicated by ‘SCP’.”

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board online (www.offshoreraceweek.com).
- 2.2. Changes to the SIs:
Any change to the SI made prior to 1800, May 27, 2024 will be posted to the official notice board online. Any change to the SI made after 1800, May 27, 2024 will be announced at the skippers’ meeting and then posted to the official notice board online.

3. POSITION TRANSPONDER

- 3.1. Per NOR 7.1, required position transponders will be available Thursday, May 30, at the conclusion of the 0900 skippers’ meeting at Santa Barbara Yacht Club. Boats competing in previous events of the 2024 California Offshore Race Week will reuse their assigned trackers from the previous races.
- 3.2. After the race, transponders should be dropped off at the SDYC Sailing Office or Front Desk between 0900 and 1700, or SDYC Security Gate prior to Sunday, June 2, 2024. If for any reason you are unable to complete the race and return to a port other than San Diego, please return the tracker by mail no later than June 9, 2024 to *San Diego Yacht Club, 1011 Anchorage Lane, San Diego, CA 92106, Attn: Sailing Office*.



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4. SCHEDULE

Divisions, Flags, and Scheduled warning times are as follows:

Division(s)	Division Signal	Warning Time
MH & EZ	Numeral Pennant '1'	1255
E	Numeral Pennant '2'	1305
D	Numeral Pennant '3'	1315
C	Numeral Pennant '4'	1325
B	Numeral Pennant '5'	1335
A	Numeral Pennant '6'	1345

5. CHECK-IN

Check in will be via roll call at the skippers' meeting at SBYC at 0900 on Thursday, May 30, 2024.

6. MARKS

Mark	Mark Description
Start	Marks "G" and "X" are white cylinder s w/ yellow reflective markings
A	White cylinder buoy w/ yellow tetrahedron attached
Islands	Santa Rosa Island to starboard, Santa Cruz Island to port
ODAS	Waypoint @ 32 23.30n / 119 31.50w = ODAS 46047 buoy in vicinity
SD	Waypoint @ 32 37.33n / 117 14.75w = SD Approach Buoy in vicinity
Finish	Waypoints @ 32 39.137n / 117 13.635w = Channel Buoy "SD5" in vicinity and @ 32 39.153n / 117 13.486w = Channel Buoy "SD6" in vicinity

- NOTE: ODAS Weather Buoy 46047 swings on a radius approx. 0.7 nm around listed waypoint. The buoy is listed for visual reference only and is NOT a mark of the course.
- NOTE: Buoys SD 1, 5 and 6 swing on a radius approx. 0.1 nm around listed waypoints. These buoys are listed for visual reference only and are NOT marks of the course.

7. THE COURSE – SEE ATTACHMENT A AND B –

7.1. The SoCal 300 start will be in the vicinity of Point Castillo and Santa Barbara Yacht Club.

- Start per SI 9
- Leave "Mark A" to port (for reference only: approx. 34 23.229n / 119 43.167w)
- Pass between Santa Rosa Island and Santa Cruz Island
- Leave waypoint for ODAS Buoy to port
- Leave waypoint for SD Approach to port
- Finish between waypoint for Channel Buoy "SD5" to port and waypoint for Channel Buoy "SD6" to starboard



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8. AREAS OF POTENTIAL CONCERN

- 8.1. The RC strongly urges boats to consult the preamble to RRS Part 2 and all current applicable navigation charts, Local Notices to Mariners, and Light Lists for Aids to Navigation to prudently navigate around and past the features of this course.
- 8.2. It is reported that the starting area Mark G is in 37' of water, and Mark X is in 52' of water. Please consult relevant navigational charts and boat instrumentation when navigating in the vicinity of the start area.
- 8.3. Approximately 13 miles offshore after the start, all vessels will be crossing the Traffic Separation Scheme which controls inbound/outbound deep draft commercial vessel traffic for LA Harbor. It is critical not to interfere with their course or interrupt their operation. See NOR 1.13.
- 8.4. San Nicholas Island is a designated US Naval weapons testing range. There may be military exercises planned for this area, and if so, an alternate course would be announced as soon as it is determined. Vessels transiting this area should maintain watch on VHF 16 for concerned traffic. Additionally, sea state, coastal features, and underwater obstructions should be taken into consideration for prudent navigation and safety of vessels in this area.
- 8.5. Begg Rock is a small visible rock pile that rises only 10-15' above the surface. The rock pile is generally referenced at 33 21.72N / 119 41.7W and lay close to the rhumb line between the passage through the Santa Cruz Islands and the turning mark at ODAS 46047. Begg Rock is located 8.8 nm northwest of San Nicholas Island. Sea state, swell patterns, vessel dimensions, and additional underwater obstructions should be taken into consideration for prudent navigation and safety of vessels passing this area. Please transit this area with caution.
- 8.6. San Clemente Island is a designated US Naval weapons testing range. There may be military exercises planned for this area, and if so, an alternate course would be announced as soon as it is determined. Vessels transiting this area should maintain watch on VHF 16 for concerned traffic. In addition, sea state, coastal features, and underwater obstructions should be taken into consideration for prudent navigation and safety of vessels in this area.
- 8.7. Cortez Bank/Bishop Rock (CB 1) is a submerged pinnacle surrounded by open ocean. Shoal water may exist. Sea state, swell patterns, vessel dimensions, and underwater obstructions should be taken into consideration for prudent navigation and safety of vessels passing this area. Please transit this area with caution.
- 8.8. Per Notice of Race Section 6 – Safety, part C, 6.9.24, boats are required to have AIS with transmit/receive capability. It is highly recommended to transmit your boat's position via AIS from ODAS 46047 to the finish for the benefit of the US Navy who may be conducting operations to the north or to the south of the rhumbline to the finish. Emphasis is directed to maintain radio watch on VHF 16 and race channel VHF 69 at these times.
- 8.9. The finish line (approximately Channel markers "SD5" and "SD6") is due east of significant kelp growth. Please navigate responsibly when approaching the finish area.



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9. THE START

- 9.1. The starting line will be between physical Mark G and Mark X, located outside the Santa Barbara Harbor breakwater. See Attachment A for approximate reference coordinates and positioning. The RC will be sighting the line from the clubhouse on shore.
- 9.2. The warning signal for each class shall be her class designator pennant as described in SI section 4, flown from the yardarm on the upper deck of Santa Barbara YC.
- 9.3. As a courtesy, the RC will attempt to hail any boat it identifies as OCS via VHF 69. Failure to make a hail or failure of communications equipment will not be grounds for redress. This changes RRS 62.1(a).

10. THE FINISH

- 10.1. A boat's YB Tracker will automatically transmit a lat/lon and PST time when it crosses the finish line. This data will be used to determine a boat's finish time. [NP/DP]
- 10.2. Boats are required to document the time they pass through the finish per SI 14.1.

11. WITHDRAWAL

- 11.1. A boat retiring from the race, or experiencing any type of critical mechanical or medical emergency that could affect their anticipated time on the course, or requiring assistance after finishing shall notify the RC via email (email sailing@sdyc.org AND sdycsailing@gmail.com) of their situation as soon as practical. Please include nature of withdraw, status of crew, destination, and eta. [NP/DP]
- 11.2. If an email is not possible, please notify the SDYC Sailing Office (619-758-6310) or the Security Gate (619-758-6322) at the earliest opportunity. Also please reference SI 3.2 for returning race tracker.

12. PROTESTS AND REQUESTS FOR REDRESS

- 12.1. Hearing Request forms will be available on the notice board at SDYC located on the east side (facing the water) of the Sailing Center and the online notice board at www.offshoreraceweek.com. Score inquires, protests, and requests for redress shall be delivered in writing or by email (via txt/photo of same) to protests@sdyc.org AND sdycsailing@gmail.com within the appropriate time limit.
- 12.2. Scoring Inquiries, notices of protests, and requests for redress filed will be posted and updated as quickly as possible to inform boats of hearings in which they are parties or named as witnesses. Hearings will be held in the Dockside room located on the first floor of the Sailing Center at SDYC and may be heard as soon as the *parties* are available.
- 12.3. Notices of protest by the RC or protest committee will be posted to inform boats under RRS 61.1(b).
- 12.4. The protest time limit for each boat is 4 hours after their finish. This changes RRS 61.3.
- 12.5. A request for reopening a hearing shall be delivered no later than 30 minutes after the party was informed of the decision. This changes RRS 66.2.

13. SCORING

- 13.1. All boats will be scored using the TCF numbers derived from the California Offshore Wind Matrix, using the boats' valid 2024 ORR certificates.
- 13.2. ORR-EZ boats will be scored in class only and are not eligible for Overall honors. All other boats overall scores will be their positions, based on corrected time figured using the time-on-time method, utilizing the TCF number for the boat.



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14. DOCUMENTATION

14.1. Boats are required to legibly document their finish time/position with a photo or screen shot of their navigation equipment showing Pacific Daylight Time (from GPS), and simultaneously the lat/lon of their boat at that point.

This image shall be emailed to sailing@sdyc.org and sdycsailing@gmail.com as soon as possible, but no later than two (2) hours after finishing. Please be sure to include the Boat Name in the subject line of your email. Send your reported finish time in the body of the email. **Please turn flash off, and review your pictures to ensure the data is legible.**

14.2. If 2 hours after finishing, email or text is still unavailable, please either stop by the SDYC Sailing Office in person or call the SDYC Sailing Office at 619-758-6310 and leave a voicemail with the following information: **caller name and phone number, boat name, sail number, finish time.** Remember to speak slowly and clearly and repeat your contact number. Boats failing to supply finishing times will be given interpolated times from the tracker or may not be scored. Dropped calls, poor connections, or wrong numbers may affect your finish time.

14.3. In the event of a significant discrepancy between a boat's reported finish time compared with that reported by the YB Tracker, a competitor may file a scoring inquiry. It will be up to the discretion of the RC in conjunction with the Protest Committee (PC) to determine the finish time to be used. Evidence may be requested, which may include but is not limited to: A boat's navigation software log file, testimony or evidence from other boats, race tracker, AIS logs, etc.

15. PRIZES

15.1. The Offshore Race Week & SoCal 300 Awards ceremony day/time will be announced at the skippers' meeting for the SoCal300 race and will be based on the weather forecast and anticipated finish times.

15.2. Take home trophies will be awarded as described in NOR 16.

16. DISCLAIMER

16.1. No claim is made or implied that observance of these safety requirements will prevent injury, death, or loss of property. Neither the establishment of these safety regulations, their use by race organizers, nor the inspection or absence of inspection of a boat for compliance with these safety regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge, as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used."

See USSER 1.2.



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CONTACTS

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U.S Coast Guard Rescue Coordination Center
VHF 16
24-hour Emergency Contact: 510-437-3700

Vessel Assist Catalina Island/ Boat US
Avalon, CA
24-hour Contact: 3 10-510-1675



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Attachment A - Start Area Detail



Approximate location for
Start Area Marks
For reference only

G: N34 24.023 W119 41.442
X: N34 23.765 W119 41.270
A: N34 23.229 W119 43.167



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Attachment B – Finish Detail

