

Coastal Cup 2015

June 3-7

San Francisco Bay to Santa Barbara

Organizing Authority: Encinal Yacht Club, Alameda, CA
Co-Sponsor: Santa Barbara Yacht Club, Santa Barbara, CA

Sailing Instructions

1 RULES

- 1.1 The race will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS), with US Sailing prescriptions, and by the Notice of Race as amended May 14, 2015, these Sailing Instructions, by the U. S. Safety Equipment Requirements (USSER, available at www.ussailing.org) at the Coastal level, and for boats racing One Design, by their class rules. All boats must comply with the U.S. Coast Guard Requirements for recreational vessels.
- 1.2 Between the hours of sunset and sunrise, the rules of Part 2 of the RRS are replaced with the right-of-way rules of the International Regulations for Preventing Collisions at Sea (IRPCAS). Competitors are reminded that non-competing boats are not governed by the RRS and that IRPCAS governs meetings with non-competing boats.

2 MINIMUM EQUIPMENT AND INSPECTION

Competitors are reminded of Section 2 of the Notice of Race, which states that the race committee may inspect boats immediately upon completion of the race for compliance with the safety rules as outlined in Section 1 of the Notice of Race. See Appendix A for a checklist of items that must be present on a boat for it to pass inspection. Boats that do not pass inspection will be protested by the Race Committee, and penalties as severe as DSQ will be assessed by the Race Committee depending on the violation.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board adjacent to the bar at Encinal Yacht Club. Additionally, the Race Committee will attempt to post all such notices on the Coastal Cup website at <http://www.encinal.org/pageResource/coastalcup/2015/coastalCup.php>.

4 CHANGES TO SAILING INSTRUCTION

Any change to the sailing instructions will be posted by 2100 PDT on the day before it will take effect on the official notice board. The race committee may also post the changes on the Coastal Cup website shown above. Any changes so posted will be communicated to each boat by the race committee during the boat's mandatory check in.

5 SIGNALS MADE ASHORE

Signals made ashore will be displayed from the race deck of the St. Francis Yacht Club.

6 CHECK-IN AND COMMUNICATIONS

- 6.1 **CHECK-IN PRIOR TO START:** All boats are required to check in by VHF radio during a period starting one hour prior to the warning signal and ending five minutes prior to the warning signal on the day of their start. Check-in at the start must be made by VHF Ch 66; no other method of check-in will be accepted.

Check-ins for any late boats will resume after completion of the starting sequence, and no such late boats may cross the starting line until checked in. **Failure to check-in with the Race Committee will result in disqualification from the race, this changes RRS A5.**

Each competitor shall acknowledge the Race Committee's check-in to ensure two-way communications. In addition, any changes in crew shall be reported to the Race Committee during check-in, stating name, gender, address, cell phone number and emergency contact information.

- 6.2 **CHECK-IN DURING THE RACE – DAILY ROLL CALLS:** Each boat shall check in with the race committee between 0700 and 0800 PDT, and between 1700 and 1800 PDT, while racing. **Check-ins are performed by calling or texting the race committee at (408) 482 3693 and reporting their current time and GPS position. *The check-ins are mandatory; leaving a voicemail or text message satisfies this requirement.***
- 6.3 **RELAY:** A boat unable to make its participation report directly may relay her position by any practicable means to another boat, which may relay the report to the race committee. All boats shall monitor VHF 66 for possible relays of position or emergency traffic between 0700 and 0730 PDT, and between 1700 and 1730 PDT, while racing. Willful disregard of a position relay request is grounds for disqualification; this changes RRS A5. RRS 41, *Outside Help*, is amended to allow for on-the-water radio communications amongst the RC and racing boats using VHF radio channel 66, satellite telephones, or any other means, in order to satisfy this requirement.
- 6.4 **MISSED CHECK-IN:** For each position report that the Race Committee does not receive directly or by relay before the close of the roll call period, 20 minutes shall be added to the boat's finish time, without a hearing. This modifies RRS 63.1.
- 6.5 **FALSE REPORTS:** A willful false position report is grounds for disqualification; this changes RRS A5.

7 CLASSES AND CLASS FLAGS

There will be two classes – Class A and Class C – for this race. See Appendix B for you boat's class assignment. Class A will use Code Flag A, and Class C will use Code Flag C.

8 SCHEDULE OF RACES

- 8.1 The warning gun for Class C will be at 1455 hrs PDT on Wednesday June 3 from the St. Francis Yacht Club race deck.
- 8.2 The warning gun for Class A will be at 1055 hrs PDT on Thursday June 4 from the St. Francis Yacht Club race deck.

9 RACING AREA

The racing area includes San Francisco Bay, the Santa Barbara Channel, and the coastal waters of California. The course length is approximately 276 nautical miles.

10 STARTING LINE

The Starting Line shall be a line between an orange marker on the St. Francis Yacht Club race deck and buoy Mark "A", which is approximately 400 yards offshore from the race deck.

11 COURSE

11.1 Course 1 will be from the starting line to the finish line.

11.2 Course 2 will be from the starting line to Buoy *R "8" Fl R 2.5s WHISTLE* (located approximately 5.8 nautical miles WSW of the Golden Gate Bridge in the San Francisco entrance channel), leaving it to port, then to the finish line.

12 AREAS THAT ARE DESIGNATED AS OBSTRUCTIONS

The following are obstructions that must be left to port: The "H" beam, located approximately 200 yards W of the Starting Line; the Anita Rock buoy; and the south tower of the Golden Gate Bridge.

13 THE FINISH

13.1 The finish line is located directly offshore of the Santa Barbara Yacht Club between two buoys marked F and G. The F mark is located at approximately N34 23.876 W119 41.344, and the G mark is located at approximately is N34 24.023 W119 41.442. Both buoys are white cylinder buoys with a blue band around their middle. See the Santa Barbara Yacht Club Course Chart appended to these sailing instructions for a map, with buoy locations, of the finishing area.

13.2 All boats shall check in with the race committee during an interval starting one hour before and ending no later than 15 minutes before their expected finish, using VHF Channel 66. Boats shall monitor VHF Channel 66 until after they finish. Boats failing to check in as described shall record their own finish time, and will be considered to have missed a check-in as described in Section 6.4. A boat whose check in is not acknowledged by the Race Committee shall record their own finish time.

13.3 Boats finishing at night shall be required to illuminate their sail number as they cross the finish line.

14 THE SCORING SYSTEM

The Low-Point Scoring System, RRS A4, will be used. Boats will be handicapped and scored using their Northern California PHRF Downwind rating, as described in the Notice of Race.

15 TIME LIMIT

Boats that have not finished by 1500 PDT on Sunday, June 7 2015, shall be scored DNF.

16 BOATS WITHDRAWING

Boats withdrawing must notify the race committee of their withdrawal by contacting the race committee at the earliest opportunity. Failure to notify the race committee will cause said boat to incur all expenses associated with search and rescue efforts by the race committee, United States Coast Guard, and all other involved SARS personnel and resources.

17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 Protest/Redress hearings and protocol have been changed to permit telephonic and web-based communications as a means of attendance at any Coastal Cup Protest or Request for Redress hearing by a party or witnesses, in accordance with the following protocols:
- 17.2 A boat intending to file a protest shall notify the race committee on VHF Channel 66, via text message, cell phone, or sat phone to the Race Committee at (408) 482 3693 within one hour after finishing. They shall indicate the name and sail number of the boat protested and if the protested boat has been notified of said protest. Upon acknowledgment of the protest report by the Race Committee, the protesting boat may strike her protest flag. If there is a roll call after receiving the protest report from the protesting boat, the Race Committee shall advise the protested boat of the pending protest. Such notification by the Race Committee shall not relieve the protesting boat of its obligation under RRS 61.1(a) to inform the protested boat at the first reasonable opportunity.
- 17.3 Protest/Redress forms are available at regatta headquarters at the Santa Barbara Yacht Club, the Encinal Yacht Club Office in Alameda, or at U.S. Sailing. Completed Protests or Request for Redress forms shall be signed and delivered to the Race Committee in person, via facsimile, or via scanned PDF sent e-mail to vicecommodore@encinal.org, no later than 1700 hours PDT, 3 days after the finish date of the protesting boat. This changes RRS 61.1(a), 61.3 and 62.2.
- 17.4 Any boat being protested or subject to Redress action by the Race Committee will be notified of the protest and the alleged infraction within 48 hours after the time of the Protest/Request for Redress deadline via e-mail with an attached copy of the Protest.
- 17.5 Notices will be posted on the Encinal Yacht Club website to inform competitors of hearings in which they are parties or named as witnesses. Approximate hearing times will be posted. The protest Committee will hear protests in the approximate order of submission. The physical location of the hearings is to be Encinal Yacht Club, 1251 Pacific Marina, Alameda, CA 94501, Telephone: 510.522.3272 and Fax: 510.865.8630.
- 17.6 The hearings will be held on the second Thursday after the race is completed.
- 17.7 The hearing(s) may be attended by competitors and witnesses in person, via telephone conference call or via Skype VOIP free internet service. Skype is preferred by the Protest Committee. Any party or witness attending via telephone or via the internet VOIP protocol is expected to have copies of Protest forms and the ability to show and see diagrams of the incident via any methodology that can distribute the forms or facsimiles thereof to the Protest Committee and other attending competitors.
- 17.8 A request for reopening a hearing shall be delivered to Encinal Yacht Club via e-mail to vicecommodore@encinal.org no later than 1700 hours PDT the day following the day the requesting party was informed of the decision of the Protest Committee. This changes rule 66.
- 17.9 A Request for Redress from a protest committee decision shall be delivered to Encinal Yacht Club via e-mail to vicecommodore@encinal.org no later than 1700 hours PTD the day following the day the requesting party was informed of the decision of the Protest Committee. This changes rule 62.2.
- 17.10 Upon appropriate request of a party, the decision of the Protest Committee shall be posted on the Encinal Yacht Club's Coastal Cup Web Page.

APPENDIX A: SAFETY CHECK LIST

US Sailing, Encinal Yacht Club, and this Race Committee consider the safety of crew to be of paramount importance. To this end, numerous safety requirements have been put in place for this race, including those described in Section 1 of the Notice of Race. While the race committee requires all boats to comply with the safety requirements, note that according to USSER 1.2

The safety of a boat and her crew is the sole and inescapable 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.

As one means of ensuring compliance with the Rules, and pursuant to Sections 2 of the Notice of Race and of these Sailing Instructions, which includes USSER 1.3, the Race Committee may inspect boats immediately after they finish; failure to pass inspection will result in a protest by the Race Committee.

If inspected, the following items must be presented to the race committee. References to relevant sections within the USSER document are provided for your convenience.

- 1) Documentation by the skipper in the boat’s log stating that a Man Overboard drill satisfying USSER 4.2 has been practiced in 2015 prior to the start of this race.
- 2) A life raft, as required by Rule 1.3 of the Notice of Race, and USSER 3.39.
- 3) An EPIRB or a Personal Locator Beacon, as required by USSER 3.16.2.
- 4) A life jacket for each crew member, which shall be compatible with a safety harness for use with a safety tether, as required by USSER 3.1.1
- 5) Jack lines, in place, as required by USSER 3.2.1.
- 6) A Coast Guard approved throwable device, as required by USSER 3.7.4.
- 7) An electronic means of recording the position of a man overboard, as required by USSER 3.15.

APPENDIX B: CLASS BREAKDOWN

Boats racing in Class A and starting on Thursday June 4, 2015 include:

Alpha Puppy
Astra
Bright Hour
Hana Ho
Prevail

Boats racing in Class C and starting on Wednesday June 3, 2015, include:

Azure
Mas!
Plus Sixteen
Snafu
White Trash



SBYC Course Chart

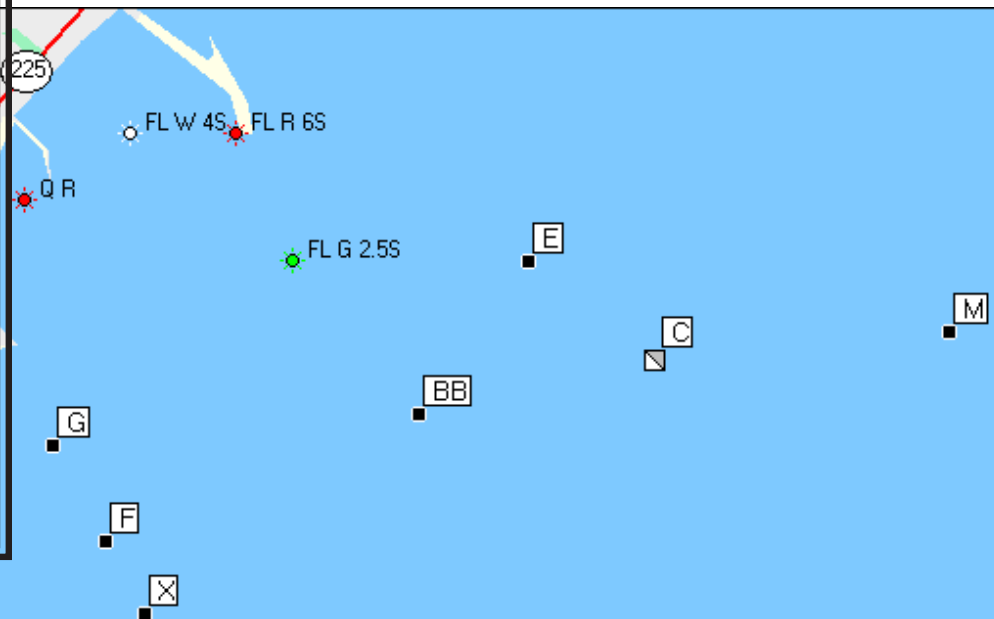
Effective 5/14/2015

PHRF/OD COURSES

A 2	St-Ap-Gt-BBp-Fin	4.32 nm
A 4	St-Ap-Hp-BBp-Fin	4.99 nm
A 5	St-Ap-Gt-Ep-Fin	4.83 nm
A 6	St-Ap-Gt-BBp-Xp-Kp-Fin	5.82 nm
A 7	St-Ap-Hp-Ep-Fin	5.53 nm
A 8	St-Ap-Gt-BBp-Xp-Dp-Fin	6.65 nm
A 9	St-Ap-Gt-BBp-Xp-Ap-Fin	7.61 nm
A 10	St-Ap-Xs-Dp-Fin	5.63 nm
A 11	St-Ap-Gt-Ep-Xp-Dp-Fin	7.18 nm
A 12	St-Ap-Gt-Ep-Xp-Ap-Fin	8.10 nm
BB1	St-BBs-Fin	1.03 nm
BB2	St-BBs-Xp-BBs-Fin	2.07 nm
C 1	St-Cs-Fin	1.77 nm
C 2	St-Cs-Xp-BBs-Fin	2.79 nm
D 1	St-Dp-Fin	2.32 nm
D 2	St-Dp-Gt-BBp-Fin	3.35 nm
D 3	St-Dp-Xs-Kp-Fin	3.84 nm
D 4	St-Dp-Hp-BBp-Fin	4.12 nm
D 5	St-Dp-Gt-Ep-Fin	3.86 nm
D 6	St-Dp-Gt-BBp-Xp-Kp-Fin	4.86 nm
D 7	St-Dp-Gt-BBp-Xp-Dp-Fin	5.69 nm
D 8	St-Dp-Gt-Ep-Xp-Kp-Fin	5.35 nm
D 9	St-Dp-Xs-Dp-Fin	4.67 nm
D 10	St-Dp-Hp-Ep-Xp-Kp-Fin	6.14 nm
E 1	St-Es-Fin	1.56 nm
E 2	St-Es-Xp-Es-Fin	3.15 nm
E 3	St-Es-Xp-BBs-Fin	2.61 nm
K 1	St-Kp-Fin	1.49 nm
K 2	St-Kp-Gt-BBp-Fin	2.54 nm
K 3	St-Kp-Xs-Kp-Fin	3.01 nm
K 4	St-Kp-Hp-BBp-Fin	3.40 nm
K 5	St-Kp-Gt-Ep-Fin	3.04 nm
K 6	St-Kp-Gt-BBp-Xp-Kp-Fin	4.01 nm
K 7	St-Kp-Hp-Ep-Fin	3.94 nm
K 8	St-Kp-Gt-Ep-Xp-Ep-Fin	4.64 nm
K 13	St-Kp-PltfCp-BBp-Fin	11.0 nm

CHRF/H FLEET COURSES

H A4	St-Ap-Hp-BBp-Fin	5.85 nm
H A5	St-Ap-Gt-Cp-Fin	6.03 nm
H A7	St-Ap-Hp-Cp-Fin	6.56 nm
H D11	St-Dp-Hp-Ks-Fin	4.72 nm
H D4	St-Dp-Hp-BBp-Fin	4.79 nm
H D5	St-Dp-Gt-Cp-Fin	4.89 nm
H D7	St-Dp-Hp-Cp-Fin	5.50 nm
H K13	St-Kp-PltfCp-BBp-Fin	11.5 nm
H K14	St-Kp-PltfCp-Ks-Fin	11.8 nm
H K2	St-Kp-Gt-BBp-Fin	3.05 nm
H K4	St-Kp-Hp-BBp-Fin	3.91 nm
H K5	St-Kp-Gt-Cp-Fin	3.89 nm
H K7	St-Kp-Hp-Cp-Fin	4.62 nm
H M1	St-Ms-Hs-Ep-Fin	5.97 nm



Marks & Waypoints

A	N34 23.229 W119 43.167
BB	N34 24.071 W119 40.764
C	N34 24.155 W119 40.329
D	N34 23.417 W119 42.630
E	N34 24.305 W119 40.560
F	N34 23.876 W119 41.344
G	N34 24.023 W119 41.442
H	N34 22.991 W119 41.113
K	N34 23.543 W119 42.150
M	N34 24.196 W119 39.779
X	N34 23.765 W119 41.270
Goleta	N34 24.682 W119 49.662
Pltf A	N34 19.914 W119 36.802
Pltf B	N34 19.941 W119 37.344
Pltf C	N34 19.979 W119 37.902
Pltf Henry	N34 19.983 W119 33.683
Pltf Hillhse	N34 19.877 W119 36.251

Gt=Gate (F-X) St=Start (G-F) Fin=Finish (G-F)

Point To Point Course Legs

A-H	1.71 nm	84° mag
D-H	1.32 nm	95° mag
F to A	1.64 nm	233° mag
F to C	0.884 nm	58° mag
F to D	1.16 nm	233° mag
F to K	0.745 nm	230° mag
F-BB	0.517 nm	54° mag
F-E	0.778 nm	43° mag
F-H	0.907 nm	154° mag
H K5	3.89 nm	346° mag
H to C	1.33 nm	15° mag
H to E	1.39 nm	5° mag
H-BB	1.12 nm	1° mag
K to Pltf C	5.01 nm	122° mag
K-E	1.52 nm	46° mag
K-H	1.02 nm	109° mag
K-X	0.761 nm	59° mag
PltfmC-BB	4.73 nm	316° mag