



Ladies Day Regatta



Alamitos Bay Yacht Club Sailing Instructions

October 20, 2026

The Organizing Authority will be the Alamitos Bay Yacht Club, Long Beach, CA.

1. RULES

- 1.1. This regatta will be governed by the rules as defined in The Racing Rules of Sailing

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located at <https://abyc.org/regatta/YOxgPFTNwZ/#notice-board>

3. CHANGES IN SAILING INSTRUCTION

- 3.1. The official notice board is located online at <https://abyc.org/regatta/YOxgPFTNwZ/#notice-board>
3.2. Notices may also be posted as a convenience on the notice board located near the Morford Room

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed on the flagpole at ABYC

5. SCHEDULE OF RACES

- 5.1. The warning for the first race will be 1157. Four races are scheduled.
5.2. The order of starts for the first race is

Start Order	Class	Boom Ribbon Color
1 st	Women's A	Red
2 nd	Men's A	Green
3 rd	Women's B	Blue
4 th	Mixed C	Yellow

- 5.3. The starting order may change for subsequent races. If class entries are fewer than 5 boats, starts may be combined.

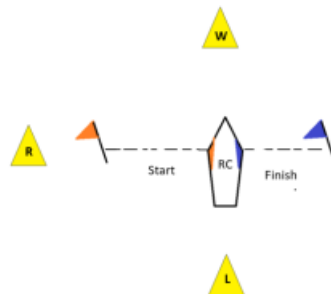
6. CLASS FLAGS

- 6.1. Code flag W will be the class flag for all classes. The starting class and course number for that class will be posted on the signal vessel.

7. MARKS AND COURSE

- 7.1. Marks W, L and R will be inflatable yellow shapes.

No.	Course
1	Start – W – L – Finish
2	Start – W – L – W – L – Finish
3	Start – W – R – L – W – L – Finish
All Marks are to be rounded to port Start & Finish lines are not restricted	



8. THE START

- 8.1. Races will be started in accordance with rule 26 with the Warning signal given three (3) minutes before the starting signal. The Preparatory signal will be given two (2) minutes before the Starting signal. This changes RRS 26.
8.2. The starting line will be between a staff displaying an orange flag on a race committee boat and a staff displaying an orange flag on the starting mark.
8.3. The race committee may attempt to hail OCS boats. Failure of the committee to make the attempt or for the competitor to hear the hail will not be grounds for redress. This changes RRS 62.1.



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9. THE FINISH

- 9.1. The finishing line will be between a staff displaying a blue flag on a race committee boat and a staff displaying a blue flag on the finishing mark.

10. PENALTY SYSTEM

- 10.1. Rule 44.1 is changed as described in US Sailing Prescription Appendix V1, **Penalty at the Time of an Incident** which states: The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around the mark or other than a starting mark, her penalty shall be a Two-Turns Penalty.'

11. PROTESTS AND REQUESTS FOR REDRESS

- 11.1. The protest time limit is 30 minutes after the signal vessel reaches the dock. The time will be posted on the official notice board.
- 11.2. US Sailing hearing request forms can be found at the official notice board located online at <https://abyc.org/regatta/YOxgPFTNwZ/#notice-board>
- 11.3. Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, beginning at the time posted
- 11.4. If the race committee posts a list of boats scored OCS, ZFP, UFD, BFD or NSC on the official score board before the protest time limit, a request for redress based on such a posted score shall be made no later than 30 minutes after this posting. This changes RRS 62.2

12. SCORING

- 12.1. A boat's series score will be the total of her race scores

13. SAFETY

- 13.1. Every boat racing shall have a painter suitable for towing

14. DISCLAIMER OF LIABILITY

- 14.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.