

1. RULES – The event is governed by the rules as defined in *The Racing Rules of Sailing*.

2. CHANGES IN SAILING INSTRUCTION – Any change to the sailing instructions will be posted at least 90 minutes prior to the first warning signal on the day it will take effect.

3. COMMUNICATIONS WITH COMPETITORS – Notices to competitors will be posted on the official notice board located near the Race Entry Room. Except jury notices will be posted on the Jury notice board located outside the protest office.

4. SIGNALS MADE ASHORE – Signals made ashore will be displayed on the flagpole at ABYC.

5. SCHEDULE OF RACES – The race committee reserves the right to modify the schedule by either written or oral notices.

6. ORDER OF STARTS – The order of starts for the first race will be displayed near the Race Entry Room. The race committee may change the starting order of classes for subsequent races.

7. CHECK IN – [DP] Prior to the warning signal for the first race of her class in which a boat intends to compete each day, each boat shall sail past the stern of the signal vessel and hail her number and obtain the acknowledgment of the race committee.

8. CLASS FLAGS – Code flag W will be the class flag for ALL classes, with the starting class and next starting class indicated by placards displayed on the signal vessel.

9. RACING AREA – The racing area is in Long Beach Harbor.

10. COURSES

10.1 The courses and description of marks are listed on the next page. The starting class and the selected course number for that class will be displayed on the signal vessel.

10.2 The race committee may replace the gate with a leeward mark without notification to the competitors. In this case, it shall be rounded to port.

11. THE START

11.1 Races will be started using RRS 26 with the warning signal made 3 minutes before the starting signal. The preparatory signal displayed 2 minutes before the starting signal. This changes RRS 26.

11.2 The starting line is between staffs displaying orange flags on race committee vessels or starting marks as shown.

11.3 At the discretion of the race committee, the starting line may be located on the starboard side of the signal vessel

or may be combined with the finishing line on the port side of the signal vessel, as shown in the diagram below.

11.4 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.

12. CHANGE OF THE NEXT LEG OF THE COURSE – To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. New Marks will be a different color. When in a subsequent change a new mark is replaced, it will be replaced with an original mark.

13. THE FINISH – The finishing line is between staffs displaying blue flags on the race committee vessels or finishing marks. When finishing downwind and mark G is located to weather of the finish line and it is the last mark of the course, it shall have no required side.

14. PENALTY SYSTEM – RRS 44.1 is changed as described in US Sailing Prescription Appendix V1, Penalty at the Time of an Incident.

15. HEARING REQUESTS

15.1 The protest time limit is 30 minutes after the signal vessel reaches the dock. The time will be posted on the official notice board.

15.2 Hearing request forms are available at the protest office located across from the gallery..

15.3 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.

15.4 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.

16. SCORING (When not specified in NoR)

16.1 When fewer than five races have been completed, a boat's series score will be the total of her race scores.

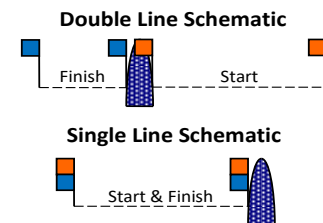
17. SAFETY REGULATIONS

17.1 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity. Every boat racing shall have a painter suitable for towing, at least one boat length long.

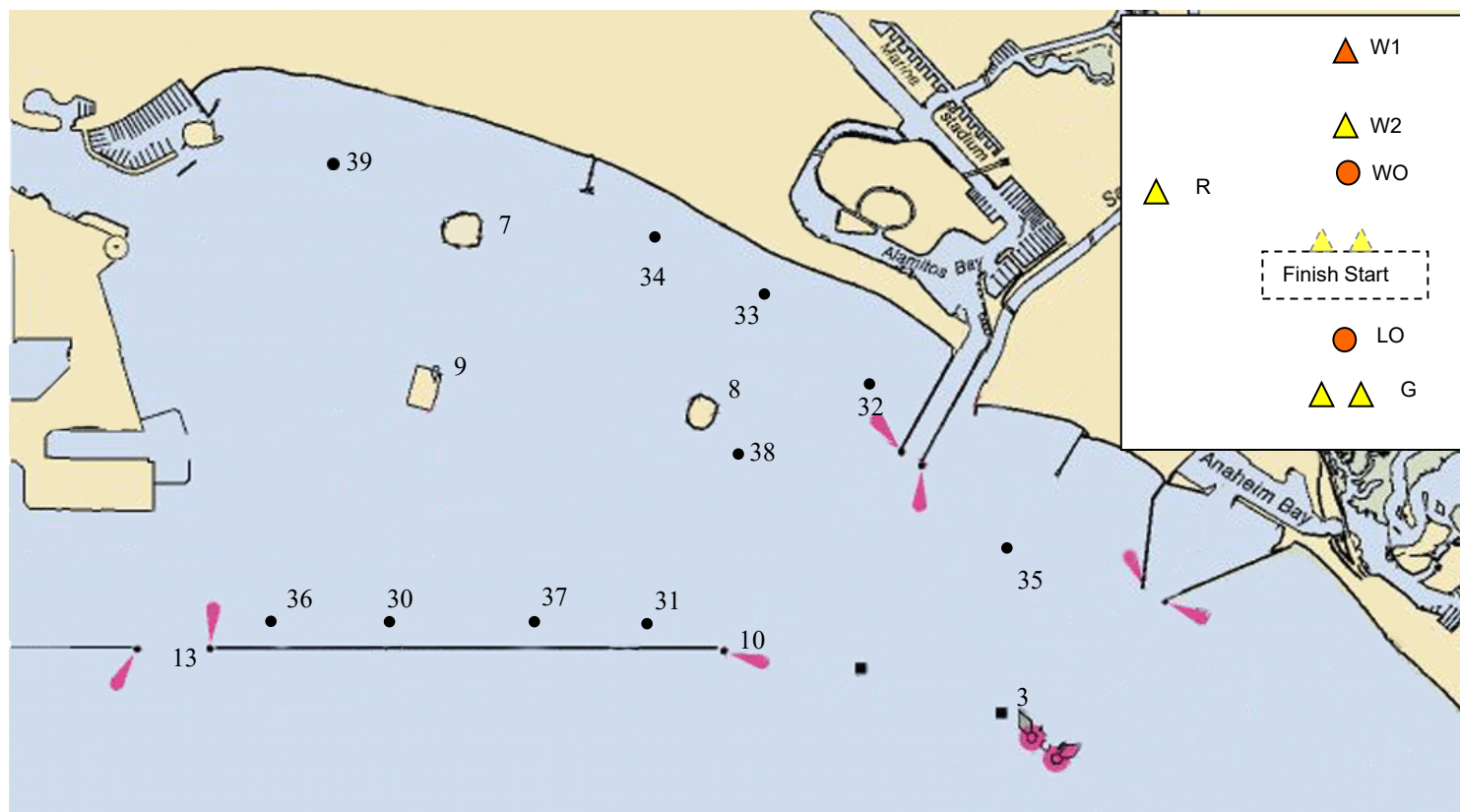
17.2 [DP] The centerline "Keep Right" buoys from the edge of the Alamitos Bay Yacht Club basin to the end of the

Alamitos Bay jetty (including A mark at the end of the jetty) are a continuous obstruction. Boats entering or leaving Alamitos Bay must take these buoys to port. Boats crossing the center buoy line are subject to protest.

18. RISK STATEMENT – RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to 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.**



	AP	Race Postponed
	A	Under AP or N, no more racing today
	C	Change of course
	H	Under AP or N, further signals ashore
	I	Rule 30.1 is in effect
	L	Come within hail
	M	Missing Mark
	N	Race Abandoned
	P	Preparatory
	S	Shorten course
	U	Rule 30.3 is in effect
	V	Monitor VHF for safety instructions
	W	Class Flag (warning)
	X	Individual Recall
	Y	Lifejackets
	Z	Rule 30.2 is in effect
	1st Sub	General Recall



W1 Orange tetrahedron shape.

W2 Yellow tetrahedron shape.

WO Round shape.

G Two yellow tetrahedron shapes to leeward of starting area, OR to weather of the starting area.

LO Round shape located to leeward of starting area.

R Inflatable shape located on the port side of the course approximately in the location of a reaching or jibing mark.

NOTE: Marks W1 and W2 may be set the same distance from the start.

NOTE: New Marks, as defined in SI 11, will be different colors.

3 Chevron oil platform Esther bearing 090° magnetic 1.2 miles from the east end of the Long Beach breakwater.

10 East end of Long Beach breakwater.

13 West end of Long Beach breakwater.

30-39 fixed yellow buoys located approximately as shown on the chart.

All marks rounded to PORT unless specified STARBOARD by an "s", or a gate mark.

Distances in *italics* are estimates; actual distance will be determined by R.C.

No.	Course	Distance
1	W1-G-Finish	2.50
2	W1-G-W1-G-Finish	5.00
3	W1-G-W1-G-W1-G-Finish	7.50
4	W1-R-G-Finish	3.50
5	W1-R-G-W1-G-Finish	5.35
6	W1-G-W1-R-G-W1-G-Finish	7.85
7	W2-G-Finish	2.00
8	W2-G-W2-G-Finish	4.00
9	W2-G-W2-G-W2-G-Finish	6.00
10	W2-R-G-Finish	3.00
11	W2-R-G-W2-G-Finish	4.40
12	W2-G-W2-R-G-W2-G-Finish	6.40
13	W1-G-W2-G-Finish	4.50
15	W1-G-W1-Finish	4.50
16	W1-G-W1-G-W1-Finish	7.00
19	W2-G-W2-Finish	3.50
20	W2-G-W2-G-W2-Finish	5.50
21	W0-L0-Finish	1.50

No.	Course	Distance
22	W0-L0-W0-L0-Finish	3.00
23	W0-L0-W0-Finish	2.50
24	30-33-Finish	4.26
25	30-34-Finish	4.16
26	37-G-Finish	2.28
27	37-33-Finish	3.70
28	37-34-Finish	3.71
29	31-G-Finish	2.82
30	31-34-Finish	3.58
31	13-10-34-Finish	6.62
32	Course signaled from race committee signal vessel	