



## Del Rey Yacht Club & CORUM Puerto Vallarta Race Series

January 31, 2009

**General Chairman** – Pauline Dror  
**General Co-Chairman** – Fred Rapp  
**Race Chairman** – Tom Redler  
**Race Co-Chairman** – Peggy Redler

### 1. RULES

- 1.1. The 2009 Puerto Vallarta Race Series shall be governed by the following rules:
  - 1.1.1. The *ISAF Racing Rules of Sailing 2009-2012* and the prescriptions of US SAILING.
  - 1.1.2. The *Race Invitation* and the *Sailing Instructions*.
  - 1.1.3. The *Puerto Vallarta Race Series Minimum Required Equipment List*.
  - 1.1.4. Except as any of the above are changed by the *Sailing Instructions*, which shall prevail in cases of conflict.
- 1.2. The race is classified as an ISAF Category C Event.
- 1.3. When a boat sailing under these rules meets a vessel that is not competing in this race, she shall comply with the International Regulations For Preventing Collisions At Sea (IRPCAS).
- 1.4. For determining the right of way between racing yachts, Part 2–*When Boats Meet* of the Racing Rules of Sailing shall govern, except that between nautical sunset and sunrise, the following shall be substituted for Section B–*General Limitations*, Rule 17.1 and 17.2: When two yachts are on the same tack and within three overall lengths of the larger yacht, the yacht being overtaken shall maintain her proper course. The overtaking yacht shall keep clear and neither yacht shall bear away toward or luff the other.
- 1.5. All yachts shall monitor VHF Channel 16, 24 hours a day, while on any race of this series.

### 2. ENTRY

- 2.1. This race is open to any yacht whose owner or charterer is a member of a yacht club affiliated with US SAILING or ISAF, and has:
  - 2.1.1. A Southern California PHRF Off-Wind Course (Base) Rating of not more than 150 and a minimum deck length of 30 feet, and
  - 2.1.2. A minimum cruising speed under auxiliary power of 6.0 knots with sufficient fuel for a minimum distance of 150 miles.
- 2.2. Eligible yachts may be entered in this race by completing the entry process as set forth in the Race Invitation for this event.

- 2.3. The acceptance or rejection of any yacht is subject to the absolute discretion of Del Rey Yacht Club.

**3. NOTICES TO COMPETITORS**

- 3.1. Prior to the start of Race #1, notices to competitors will be posted on the official Race Notice Board located in the lower-floor hallway at Del Rey Yacht Club and, in addition, sent to the owner or charterer at the email address or mailing address given on the yacht's entry form if the notices are available 48 hours prior to the yacht's start.
- 3.2. A pre-race Skippers' Meeting will be held Friday, January 30, 2009 at 1700 at Del Rey Yacht Club. For each yacht, it is requested that any two (2) of the following be present: skipper, navigator, or watch captain.
- 3.3. At the completion of Race #4, notices to competitors will be posted on an official Race Notice Board located in the lobby of the Westin Hotel, Race Headquarters in Puerto Vallarta.

**4. CHANGES IN SAILING INSTRUCTIONS**

- 4.1. Any change in the Sailing Instructions prior to the start of Race #1 will be distributed to all Skippers, in writing, and posted on the Race Notice Board prior to the preparatory signal.
- 4.2. Any changes to the Sailing Instructions made after the start of Race #1, and before the start of the affected race, will be distributed to each skipper, in writing, if possible, or confirmed that the skipper has received the changes to the Sailing Instructions by other means.

**5. SCHEDULE OF STARTING TIME**

- 5.1. The scheduled start of Race #1 is Saturday, January 31, 2009. The starting time for each class will be posted and distributed.

**6. CLASSES AND RATING CERTIFICATES**

- 6.1. Yachts will be divided into classes following the close of entries. Each entrant will be advised of the classes established, and in which class the entrant's yacht shall sail.
- 6.2. All yachts are required to submit a copy of their valid 2009 PHRF Southern California rating certificate to the Race Committee by January 2, 2009. In the Non-Spinnaker Division, the information submitted on the *Non-Spinnaker Handicapping Information Sheet* will be applied to the entrant's PHRF rating to establish an initial rating for Race #1. This rating may be modified for Race # 2 and Race # 4.

**7. IDENTIFICATION FLAGS**

- 7.1. Each race vessel must fly the Mexican flag at all times when within Mexican waters. By tradition, it is flown from the starboard spreader.
- 7.2. The Race Committee may require each yacht to fly a designated flag from a designated position to identify participation in this yacht race.

**8. COURSE**

- 8.1 In the Spinnaker Division, the Series consists of four separate races. In the Non-Spinnaker Division, the Series consists of three separate races and one free-leg.

- 8.2 Race #1 will be from a start line set outside the detached breakwater at Marina del Rey, to a finish line eastward of the north end light on Cedros Island (Isla Cedros), a rhumb line distance of approximately 376 nm (Handicap Distance: 376 nm). The fleet will then continue to the anchorage in Turtle Bay, an approximate distance of 48.7 nm.
- 8.2.1 The El Segundo Bell buoy, R"2ES", and the Palos Verdes Point Bell Buoy, R"10PV", on Chart 18740 (San Diego to Santa Rosa Island), are passing marks and are to be kept to port. Failure to comply will result in a two (2) hour penalty being added to the offending yacht's corrected time for Race #1.
- 8.2.2 Santa Catalina Island is a designated course mark and must be kept to starboard. Failure to comply will result in disqualification from Race #1.
- 8.3 Race #2 will be from a start line set near the entrance of Turtle Bay (Bahia Tortugas) to a finish line westward of the light at Cabo San Lazaro (just North of Bahia Santa Maria), a rhumb line distance of approximately 220 nm (Handicap Distance: 220 nm). The fleet will then continue to the anchorage in Bahia Santa Maria, an approximate distance of 6.3 nm.
- 8.4 Race #3 (Spinnaker Classes) will be from a start line set near the entrance of Magdalena Bay (approximately 19 nm from the previous anchorage in Bahia Santa Maria) to a finish line westward of the light at Cabo Falso (just North of Cabo San Lucas), a rhumb line distance of approximately 152.4 nm (Handicap Distance: 152 nm). The fleet will then continue to the new marina at San Jose del Cabo, an approximate distance of 23.3 nm.
- 8.5 Free Leg (Non-Spinnaker Classes) participants will proceed on their own (non-racing leg) Bahia Santa Maria to the new marina at San Jose del Cabo, a rhumb line distance of approximately 194.6 nautical miles, by sail and/or power. (Please refer to the Fishing Tournament Section, an appendix to these sailing instructions.)
- 8.6 Race #4 will be from a start line set outside the new marina at San Jose del Cabo, Mexico to a finish line to be established by the Race Committee at Puerto Vallarta, Mexico, a rhumb line distance of approximately 286 nm (Handicap Distance: 286).

## **9 START**

- 9.1 The Start Line for Race #1 will be between two marks, one of which will be an orange shape located on or near the Race Committee Boat, and the other will be the yellow spar buoy labeled "S", located approximately 1.4 nm at approximately 225 degrees magnetic from the north end of the detached breakwater off of Marina del Rey. (Please refer to the Diagram of the Start Area at the end of this section.)
- 9.1.1 The race will be started in accordance with RRS Part 3, Rule 26.
- 9.1.2 As a courtesy to participating yachts, the Race Committee will endeavor to broadcast a starting countdown over VHF-Channel 69, but the official time of starting will be designated by the signals as prescribed in paragraph 9.1.1. Channel 69 is to be kept clear of non-emergency communications during and immediately following the starting sequence.
- 9.2 The Race Committee aboard the Race Committee Boat accompanying the fleet will communicate the Start Time and the exact location of the Start Line for Race #2, Race #3 and Race #4 to each yacht on VHF Channel 69.
- 9.2.1 The Start Lines will be between two marks, one of which will be on or near the Race Committee Boat. Conditions permitting, the Start Line will be set perpendicular to the rhumb line course, OR

9.2.2 If no Race Committee Boat is present then a Rabbit Start will be initiated. The rabbit, the boat with the lowest handicap, will be a designated yacht. The rabbit will assume a perpendicular course to the next mark and maintain this course until all yachts in the starting area have started. Other competing yachts will take a course to pass astern of the rabbit on the opposite tack. Safe navigation permitting, the rabbit shall maintain this course until all yachts have started, or for five (5) minutes. Based on conditions prevailing at the time of the start, the rabbit may change any of the preceding or establish other procedures to ensure a fair start. Paragraph 4.2 of these sailing instructions shall apply.

9.3. The Race Committee may act in accordance with RRS Rules 32.1(b) and 32.1(e), however, it shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race as stated in RRS Part 1, Rule 4 and the failure or inability of the Race Committee to act shall not relieve any yacht of this responsibility

## **10 RECALLS**

10.1 INDIVIDUAL RECALLS will be signaled in accordance with RRS Rule 29.1. In addition, the Race Committee will attempt to notify any yacht making an improper start by announcing its sail number and/or yacht name on VHF-Channel 69. Failure to notify any yacht making an improper start shall not relieve it from the necessity of making a proper start or accepting the penalties imposed for failure to do so.

10.2 GENERAL RECALLS will be executed in accordance with RRS Rule 29.2.

## **11 DAILY ROLL CALL**

11.1. Please refer to the Communications Section, an appendix to these sailing instructions.

## **12. RETIREMENT**

12.1. Please refer to the Communications Section, an appendix to these sailing instructions.

## **13. USE OF ENGINE FOR PROPULSION**

13.1. Running the engine in neutral to recharge batteries is allowed at any time without penalty.

13.2. RRS Rule 42.1 is modified to permit the use of engines for propulsion. The engine may be used for propulsion subject to the following restrictions and allowances (noting that the Spinnaker Division will sail with one, unmodified, rating):

13.2.1. The engine may not be used for propulsion during the first three (3) miles nor within the last one (1) mile of each race. However, in the event of minimal wind at the start of any race, the Race Committee, on board the R.C. Start Boat, at its discretion, may shorten the mandatory sailing distance after the start from three miles to one (1) mile. The signal for the enactment of this change will be the raising of code flag "S", along with the class flag. The Race Committee will attempt to simultaneously announce the raising of the "S Flag" over VHF-Channel 69. The penalty for an infraction of this rule is two (2) hours added to Corrected Time.

13.2.2. Anytime the engine is in gear, the start and stop time, and the starting and ending GPS position, must be logged on the form provided by the Race Committee for this purpose. In addition, at Roll Call, each yacht will be asked to report the accumulated number of hours motored since the last Roll Call, rounding the total to the nearest whole hour.

- 13.2.3. There is no limitation to the length of time the engine is engaged, but once the engine is taken out of gear, it may not be used for propulsion again for one (1) hour. The penalty for an infraction of this rule is one (1) hour added to Corrected Time for that race.
- 13.2.4. Hull Speed: For the purpose of assuring a minimum rate of progress along the rhumb line and for correcting Engine Log data omissions and errors, a yacht's theoretical hull speed will be computed as 1.34 times the square root of her "length of water line" (LWL), and the following limits will apply:
- 13.2.4.1. Minimum Limit: A yacht's average speed under engine propulsion must be no less than 0.75 times her theoretical hull speed, or at least six (6.0) knots, whichever is greater.
- 13.2.4.2. Maximum Limit: In verifying the accuracy of logged times and GPS positions during a period of engine use, a yacht's average speed under engine propulsion must not be found to exceed 1.10 times her theoretical hull speed.
- 13.2.4.3. For a yacht whose average motoring speed does not meet the minimum limit, or exceeds the maximum limit, for a motoring period (Distance in the first case or Elapsed Time in the second case) will be computed using a default boat speed, defined as 0.87 times her theoretical hull speed, or at least six (6) knots, whichever is greater.
- 13.2.4.4. In the case that the GPS positions, or the start and stop times, marking the beginning and end of a motoring period are missing, a yacht's motoring distance for this period will be computed using a penalty boat speed, defined as 1.12 times her theoretical hull speed times the estimated hours of powering. (In the Non-Spinnaker Classes, if estimated hours are used in computing a yacht's Corrected Time, the yacht's rating will remain unchanged for the next race.)
- 13.2.5. The number of nautical miles covered under power during a race will be used in the calculation of the yacht's *Motor Penalty* [ $2 \times \text{MotorDistance} / 8.0$ , where 8.0 is the arbitrary speed of a Base Boat] and *Handicap Allowance* [ $\text{DistanceSailed} \times \text{Rating} / 3600$ ]. (Although the yacht's *Handicap Allowance* is calculated on the distance sailed, this distance will be determined by subtracting the yacht's total motor distance from the race distance.)
- 13.2.6. A yacht that does not submit a valid Engine Log will receive a "Did Not Compete" (DNC) for that race. A yacht that submits a Log with fraudulent data entries will be scored "Disqualified" (DSQ) for the race. A yacht that does not submit a completed Race Finish Report will receive a "Did Not Finish" (DNF) for that race. In all three cases, the yacht's rating will remain unchanged for the next race.
- 13.2.7. The intent of the use of a yacht's engine during the race is to propel the yacht when the wind is too light to enable a yacht to arrive at the next destination in a timely manner.
- 13.3. Full details of any event, which requires the use of the yacht's engine for the recovery of a person overboard or rendering assistance to another vessel, must be entered in the log, signed by the Skipper, and submitted in writing to the Race Committee after finishing. Any time allowance shall be at the absolute discretion and determination of the Race Committee if a request for consideration is timely filed.

**14. FINISH**

- 14.1. For Race #1, Race #2 and Race #3, the finish times, finish coordinates, and bearing to the light are to be taken by each yacht, using GPS Pacific Standard Time (PST), GPS Latitude and Longitude, and magnetic compass bearing, respectively, and logged on the form provided by the Race Committee for this purpose. In addition, within 5 minutes of finishing, each yacht is requested to broadcast on VHF channel 16 its boat name and finish time.
- 14.2. The Finish Lines for Race #1, Race #2 and Race #3 will be three miles in length, extending from one mile offshore to four miles offshore, abeam of a land based beacon light, and approximately perpendicular to the rhumbline course. (Please refer to the Diagrams of Finish Areas for Race #1, Race #2 and Race #3.)
- 14.3. For Race #1 and Race #2, a yacht will be considered as crossing the Finish Line, when the GPS unit aboard the finishing yacht consistently reads the given latitude, or lower, and a longitude that is within the given 3-mile longitude range. For Race # 3, a yacht should use the inshore coordinates as their GPS Waypoint, and will be considered as crossing the finish line when their GPS bearing for that Waypoint reads 32°Magnetic or lower.
- 14.4. In the event that a yacht's GPS is inoperable, she may use Dead Reckoning positioning, but must be at least one (1) mile off the landed end of the finish line.
- 14.5. The form for logging engine hours and time, coordinates and bearings at finish is to be submitted to the Race Committee at the end of *each* race as soon as possible after mooring. If this form contains any erasures, two crewmen must initial the form verifying that corrections are true.
- 14.6. **ISLA CEDROS (Race #1: Marina del Rey to Turtle Bay)**
- 14.6.1. The Finish Line extends from the Isla Cedros North End Light (GP Fl (4) W 36ft 10M) eastward on latitude 28°22.0'N between longitude 115°10.4'W and longitude 115°05.8'W. After crossing the Finish Line, proceed to Turtle Bay, a distance of approximately 48.7 nm, and anchor in the harbor. Note the charted positions of a rocky reef at the southeastern side of the entrance.
- 14.7. **CABO LAZARO (Race #2: Turtle Bay to Bahia Santa Maria)**
- 14.7.1. The Finish Line extends from the Cabo San Lazaro Light (Fl W 6s 230ft 10M) westward on latitude 24°47.5'N between longitude 112°19.1'W and longitude 112°23.5'W. After crossing the Finish Line, proceed a round Punta Hughs to Bahia Santa Maria, a distance of approximately 6.3 nm, and anchor inside the bay.
- 14.8. **CABO FALSO (Race #3: Magdalena Bay to Cabo San Lucas)**
- 14.8.1. The Finish Line extends from the Cabo Falso Light (Fl W 6s 190ft 25M) westward between latitude 22°51.8'N, longitude 109°58.4'W and latitude 22°48.8'N, longitude 110°01.3'W. After crossing the Finish Line, proceed a round the Cape to the new marina at San Jose del Cabo a distance of approximately 23.2 nm. Upon entering the marina, contact the Race Committee Boat on VHF-Channel 68 for mooring instructions.
- 14.9. **PUERTO VALLARTA (Race #4: San Jose del Cabo to Puerto Vallarta)**
- 14.9.1. The Finish Line will be located in Banderas Bay, Mexico, approximately 1/8 mile northwest of the Puerto Vallarta Harbor entrance.

- 14.9.2 The Race Committee plans to be stationed in a room near the top of the Raintree Condos at the Westin Hotel overlooking the Finish Line.
- 14.9.2.1 The Finish Line will be sighted between a pole on the balcony of the Race Committee Room and an inflatable mark anchored approximately 1/4 mile seaward from the beach in front of the hotel. This mark must be kept to starboard. In addition, there will also be a "Shoal Mark" anchored off the beach to denote a shoal area. The Shoal Mark must be passed to seaward, but does **NOT** denote one end of the Finish Line. (Please refer to the Diagram of the Finish Area for Race #4 at the end of this section.) Yachts finishing the race must cross the line in a southerly direction.
- 14.9.2.2 The buoy marking the seaward end of the Finish Line will be a large yellow inflatable, ringed with radar/light reflecting tape. It will have a rapid flashing white light at night. The Race Committee sighting point will be marked by a large orange shape on the balcony by day, and a rapid flashing orange light at night. The "Shoal Mark" will be an orange or yellow inflatable with radar/light reflecting tape, but no light.
- 14.9.3 In the event that suitable Race Committee accommodations in the Raintree Condos are not available, the Finish Line will be between two buoys located in Banderas Bay, Mexico, approximately 1/8 mile northwest of the Puerto Vallarta Harbor entrance.
- 14.9.3.1 The buoy marking the seaward (westerly) end of the line will be a large yellow inflatable, ringed with radar/light reflecting tape. It will have a rapid flashing white light at night.
- 14.9.3.2 The other (easterly) end of the line will be marked by a yellow inflatable, ringed with radar/light reflecting tape. It also will be illuminated with a flashing white light at night. Yachts must pass between the two buoys in a southerly direction. (Please refer to the Diagram of the Finish Area for Race #4 – Option 2.)
- 14.9.4 REPORTED ETA: All yachts preparing to finish must notify the Race Committee 12 nautical miles from the finish line, and again at 6 nautical miles from the finish line, in accordance with instructions specified under "Communications".
- 14.9.5 In order to insure proper identification, **yachts finishing at night** should notify the Race Committee by radio on VHF-Channel 69 when they are approximately 5 minutes of finishing; and should shine a light on their sail number upon their final approach to the Finish Line.
- 14.9.5 After finishing, yachts must not re-cross the Finish Line. Each yacht will be met by a "Follow-Me" boat and led into the Marina Vallarta Harbor.
- 14.9.5 VHF-Channel 69 will be used to report an ETA and to receive confirmation of finish. After this communication, mooring instructions will be given on VHF-Channel 72.

## 15. TIME LIMIT

- 15.1. Any boat finishing after 1400 (PST) on Saturday, February 14, 2009 will be recorded in the final Finish Order, given an official Finish Time and a warm welcome, but will not be eligible for any listed trophy for this race. Excepted from this requirement is a yacht rendering assistance to another yacht per paragraph 13.3.

**16. PROTESTS**

- 16.1. If a yacht intends to file a protest for Races # 1, # 2 or # 3, the Race Committee aboard an Escort Vessel must be notified at the time the Engine Log and Race Finish Report is submitted. For Race # 4, yachts filing a protest must inform the Race Committee immediately after crossing the Finish Line in Puerto Vallarta. Protests shall be made in writing and filed with the Race Committee within eight (8) hours of the protesting yacht's finish in Puerto Vallarta, but no later than 1500 (PST) on Friday February 13, 2009. Protest forms will be available from the Race Committee in Puerto Vallarta.
- 16.2. A Protest Committee selected by the Race Committee will hear protests. The time, place and order of the protest hearing will be posted on the official Race Notice Board located in the lobby of the Westin Hotel. Decisions by the Protest Committee will be final.

**17. PENALTIES**

- 17.1. The penalty for making a premature start and failure to return and start properly will be one (1) hour added to the yacht's corrected time. A yacht starting prior to her class' preparatory signal will be scored as "Did Not Compete" (DNC) for that race.
- 17.2. A yacht which has violated or infringed the Racing Rules of this race as published or amended and has not exonerated herself as provided in paragraph 17.3 may be penalized by the Race Committee by having said yacht's finishing position modified as follows:
- 17.2.1. In a class with 1-4 finishers, the penalty will be loss of one position in the order of corrected times.
- 17.2.2. In a class with 5-10 finishers, the penalty will be loss of two positions in the order of corrected times.
- 17.2.3. In a class with over 10 finishers, the penalty will be loss of three positions in the order of corrected times.
- 17.3. A yacht charged by another yacht with an infringement or violation of the rules of this race may absolve itself of such infringement or violation by flying an "I" flag, thereby acknowledging that the contended infringement or violation has occurred and agreeing to accept the penalty provided for such infringement or violation. Acknowledgment of the infringement or violation must also be transmitted to the Race Committee at the next scheduled roll call. The penalty for the acknowledged infringement or violation shall be the addition of 30 minutes added to the protested yacht's corrected time. (This time penalty will not be added to the finish time for the purposes of recalculating the handicap for the next race of the Non-Spinnaker Division.)
- 17.4. A yacht that violates the Racing Rules, causing damage to another yacht's spars, gear or hull, which in any way affects the sailing qualities of the yacht so fouled, or prevents her from continuing in the race, or seriously injures a crew member of another participating yacht, may be disqualified, or be penalized in such manner as determined by the Protest Committee, and such determination shall be final.
- 17.5. Time penalties will be assessed for failure to report at roll call as provided in the Communications Instructions.
- 17.6. A yacht that is inspected and found to be lacking any of the required equipment shall be disqualified.

- 17.7. A yacht that violates any of the Racing Rules, not specified above, may be disqualified, or be penalized in such manner as determined by the Protest Committee, and such determination shall be final.

## 18. CREW & EQUIPMENT STANDARDS

- 18.1. The crew shall consist of no less than (4).
- 18.2. Each yacht shall comply with the *Puerto Vallarta Race Series Minimum Required Equipment List* appended to the end of these sailing instructions.
- 18.3. Yachts shall carry a yacht identifying number on their mainsail or on their aft lifelines. Any numbers or insignia on all sails, and/or lifeline plaques, must be registered with the Race Committee at least one hour prior to the warning signal for the start of the first race of the series. Any subsequent sail number changes must be reported to the Race Committee representatives aboard the escort vessel prior to the start of the next race. (Yachts without numbers shall be assigned a number by the Race Committee.)

### 18.3.1. Non-Spinnaker Division:

- 18.3.1.1. Spinnakers: Symmetrical spinnakers are not allowed. An asymmetrical spinnaker (poleless) and/or a gennaker (poleless) are allowed, the tack of which, or bottom of a pennant, must be attached close to the base of the head stay. The tack pennant may not exceed 10% of the "I" Measurement (i.e., I = length of mast between the main deck and the asymmetrical spinnaker/gennaker halyard block).

- 18.3.1.2. Whisker Poles: A whisker pole may be used to "wing out" any rated headsail, the luff of which must be attached to the headstay. Such a pole shall not exceed a length of 140% of "J" (i.e., J = length of the deck between front of forward mast and the intersection of the headstay and deck).

- 18.3.1.3. Autopilots: The use of autopilots is allowed in this division.

- 18.3.2. **Spinnaker Division:** Spinnakers and spinnaker poles are allowed per rating certificate.

- 18.4. RRS Rule 52, pertaining to *Manual Power*, shall be amended to allow all powered winches.
- 18.5. **All personnel on deck shall wear personal flotation, with strobe light and whistle attached, during the hours between nautical sunset and sunrise. It is recommended that all personnel shall employ a safety harness whenever outside the cockpit.**

## 19. INSPECTION

- 19.1. Any yacht may be inspected at the discretion of the Race Committee at any time before and/or after finishing the race to confirm that the vessel is complying with the equipment requirements.
- 19.2. Inspection by the Race Committee shall in no way be construed as a representation or warranty that the yacht inspected is seaworthy.
- 19.3. Inspection is for the purpose of fairness to all participating yachts and to ascertain that the required equipment, and particularly the equipment set forth in the *Minimum Required Equipment List* is on board; but the operation of the equipment, seaworthiness, and safety of the yacht is the sole responsibility of the yacht owner or charterer.

**20. PROHIBITED ACTIVITIES**

- 20.1. Private and or paid weather information will be prohibited. Violation of this provision shall be grounds for disqualification.

**21. RADIO COMMUNICATIONS**

- 21.1. Please refer to the Communications Section, an appendix to these sailing instructions.

**22. STANDINGS AND TROPHIES**

- 22.1. Final Standings for each race will be in accordance with the *Motor Rules* as described in paragraph 13 and these *Scoring Rules*. (Please refer to the "Puerto Vallarta Race Series Scoring System," an appendix to these sailing instructions for further explanation of these rules.)

- 22.2. INDIVIDUAL RACE POSITIONS: Finish positions in Class will be based on the yachts' corrected finish times, ranked in ascending order, where finish times are corrected for Handicap Allowance and Motor Penalty as follows:

$$\text{CorrectedTime} = \text{HoursSailed} - \text{HandicapAllowance} + \text{MotorPenalty}$$

- 22.2.1. A yacht's Handicap Allowance for each race, will be computed after completion of the race, using its Distance Sailed and its Race Rating. Distance Sailed will be determined by subtracting the Motored Distance from the total Race Distance, where race distance is a close approximation of the rhumline distance of the race, rounded to the nearest whole mile. The Motored Distance on a race will be the number of miles of motoring, as computed from the entries on the *Engine Log* form for that race.

$$\text{HandicapAllowance} = (\text{RaceDistance} - \text{MotorDistance}) \times \text{Rating} / 3600$$

- 22.2.2. Each yacht's Motor Penalty will be computed as a relationship between its Motoring Distance and the boat speed of a "Base Boat" set at 8.0 knots.

$$\text{MotorPenalty} = 2 \times \text{MotorDistance} / 8.0$$

- 22.2.3 In the Non-Spinnaker Classes, ratings for Race #2 and Race #4 will be recomputed as follows: The Rating Correction for each yacht will be its Corrected time (including Motor Penalty) less the Corrected Time of the yacht in first place in class, multiplied by 3600 to convert to seconds, and divided by the race distance of the previous race.

$$\text{RatingCorrection} = (\text{CorrectedTime} - \text{CTFirstBoat}) \times 3600 / \text{RaceDistance}$$

Fifteen percent (15%) of the Rating Correction will be the adjustment added to the previous race rating to obtain the rating used for the next race.

- 22.3. SERIES POSITIONS: Overall positions in Class will only be awarded to yachts that have started in all races not canceled. These positions will be computed by totaling the corrected finish positions for each race and ranking the totals in ascending order, with first place awarded to the yacht with the lowest total of corrected finish positions. No race score or finish position shall be excluded.

- 22.3.1. Each yacht finishing a race and not thereafter retiring or being disqualified will be scored points equal to her corrected finishing position, and, if applicable, as modified by any protests or penalties.

22.3.2. A yacht that cannot be scored as a competing yacht in a race or a yacht that does not finish a race, including a yacht that finishes but thereafter retires, or a yacht that is disqualified during or after a race, will be scored points as follows:

DNC, DNS	Number of Entrants in Class + 1
DNF	Number of Finishers in Class + 1
DSQ	Number of Starters in Class + 1

22.3.3. Should wind, weather, or other conditions make it necessary for the Puerto Vallarta Race Committee to cancel one or more of the scheduled races, the overall results will be based on the number of races completed.

22.4. The *Charles E. Leveson Memorial Trophy* will be awarded to the yacht, in the Spinnaker Division and in the Non-Spinnaker Division, with the lowest total of corrected finish positions for all races. Ties will be decided by the best finish position for Race #4, or for the last completed race. If a tie still remains, trophy status will be bestowed on both yachts.

22.5. Race #4 trophies, other race trophies not previously awarded, and participation awards, will be presented at the Awards Presentation scheduled for Saturday, February 14, 2009. The exact time and place of the Trophy Presentation will be posted on the official Race Notice Board at the Westin Hotel.

### 23. NAVIGATION NOTES

23.1. Note that the Islas Tres Marias are the site of a penal colony and are patrolled by the Mexican Navy. Yachts must stand off the Tres Marias Islands by twelve (12) nautical miles or more. Several years ago, one of the Marina del Rey to Puerto Vallarta racing yachts entered the 12-mile limit and was escorted to shore and detained for six hours.

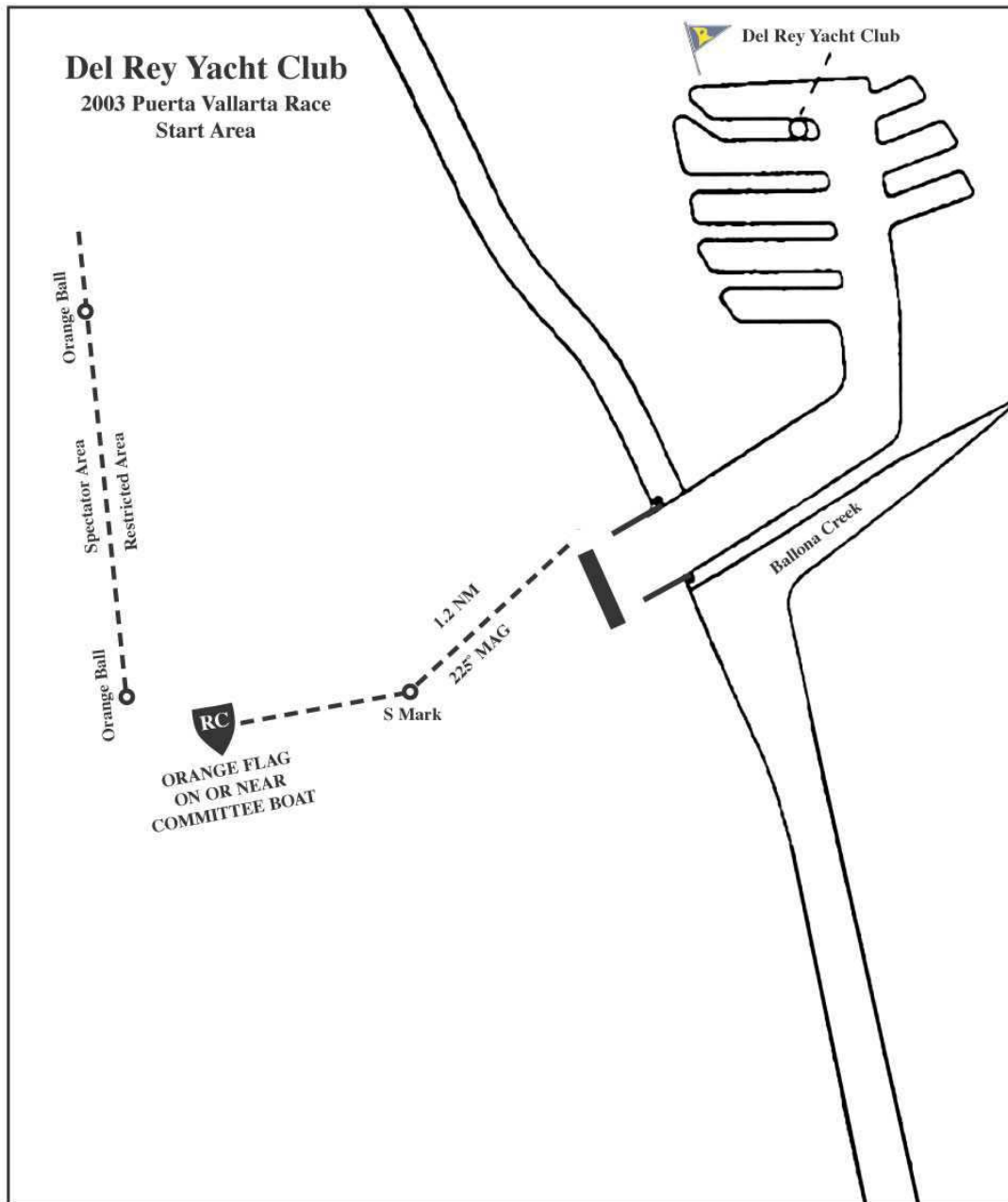
23.2. Be aware that there is a dangerous rock, over which the sea breaks (at low tide), situated approximately one (1) mile SSW of Punta Mita. In the channel between the rock and the point there are 2¾ to 4 fathoms of water.

23.3. **CAUTION** should be used when approaching the mainland of Mexico and adjacent waters. The GPS positions of the islands, and some areas of the coastline, differ by as much as two (2) miles from their charted positions.

23.4. When approaching the Finish Line in front of the Westin Hotel, it should be noted that a shifting shoal area extends along the beach (please refer to section 14.7). **Careful attention should be paid to the depth of water.** After crossing the Finish Line, turn away from the shoreline and wait for a "Follow Me Boat". A shoal area extends seaward of the North and South jetties.

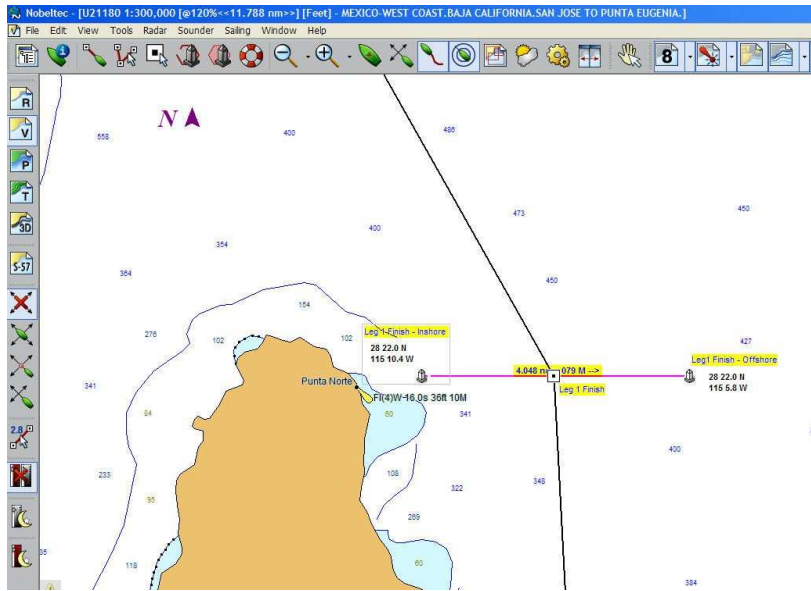
DIAGRAM OF START AREA

(Approximate GPS location of "S" Mark: 33°57.19' N, 118°29.22' W, May 2007)

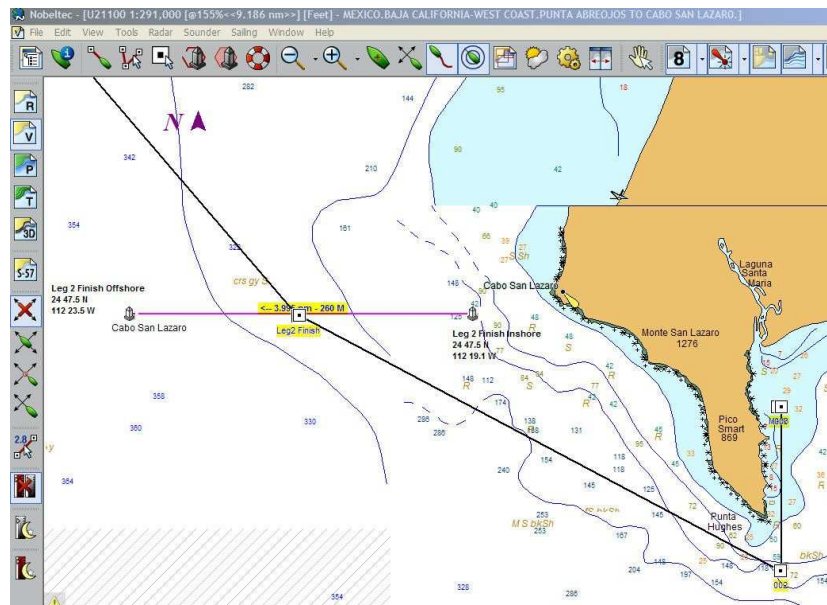


**DIAGRAMS OF FINISH AREAS FOR RACE #1 and RACE #2**

(GPS locations from Nobeltec Charts, Datum WGS 84)



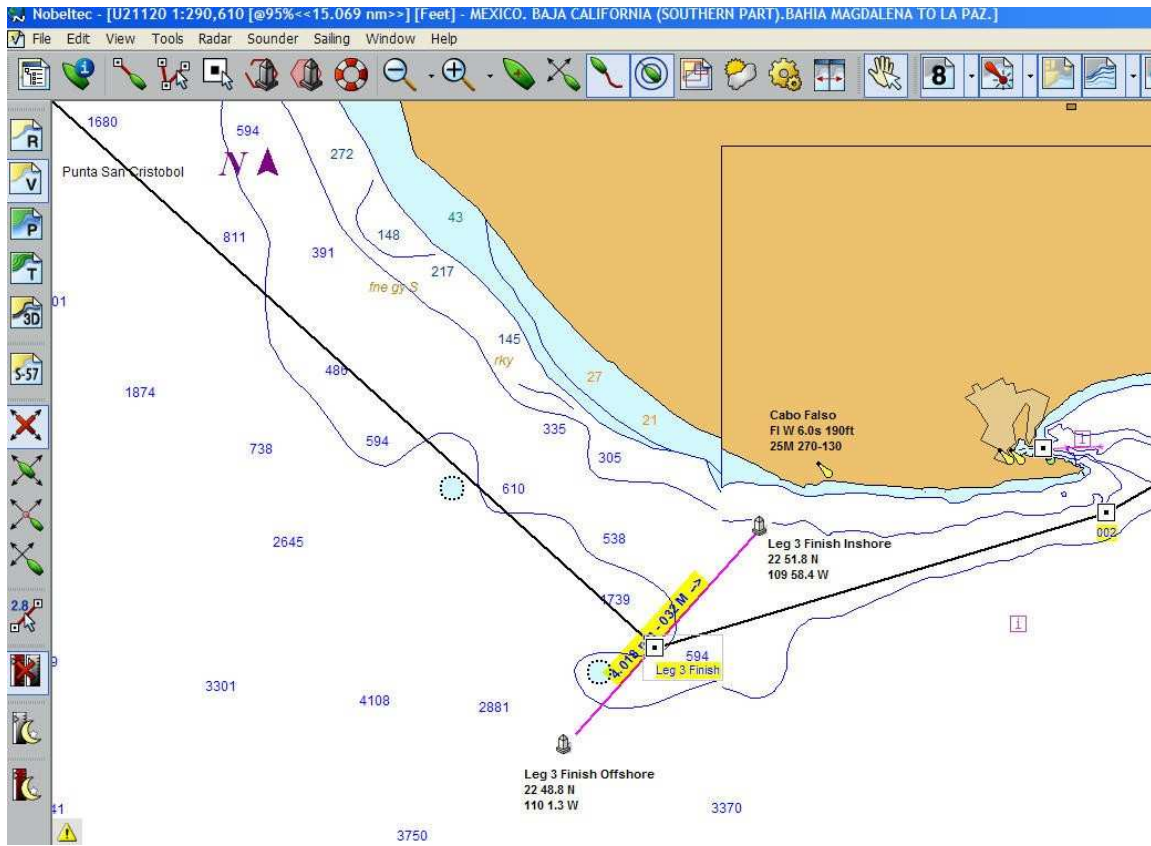
Race #1: Finish Line at Isla Cedros North End Light



Race #2: Finish Line at Cabo Lazaro Light

DIAGRAMS OF FINISH AREA FOR RACE #3

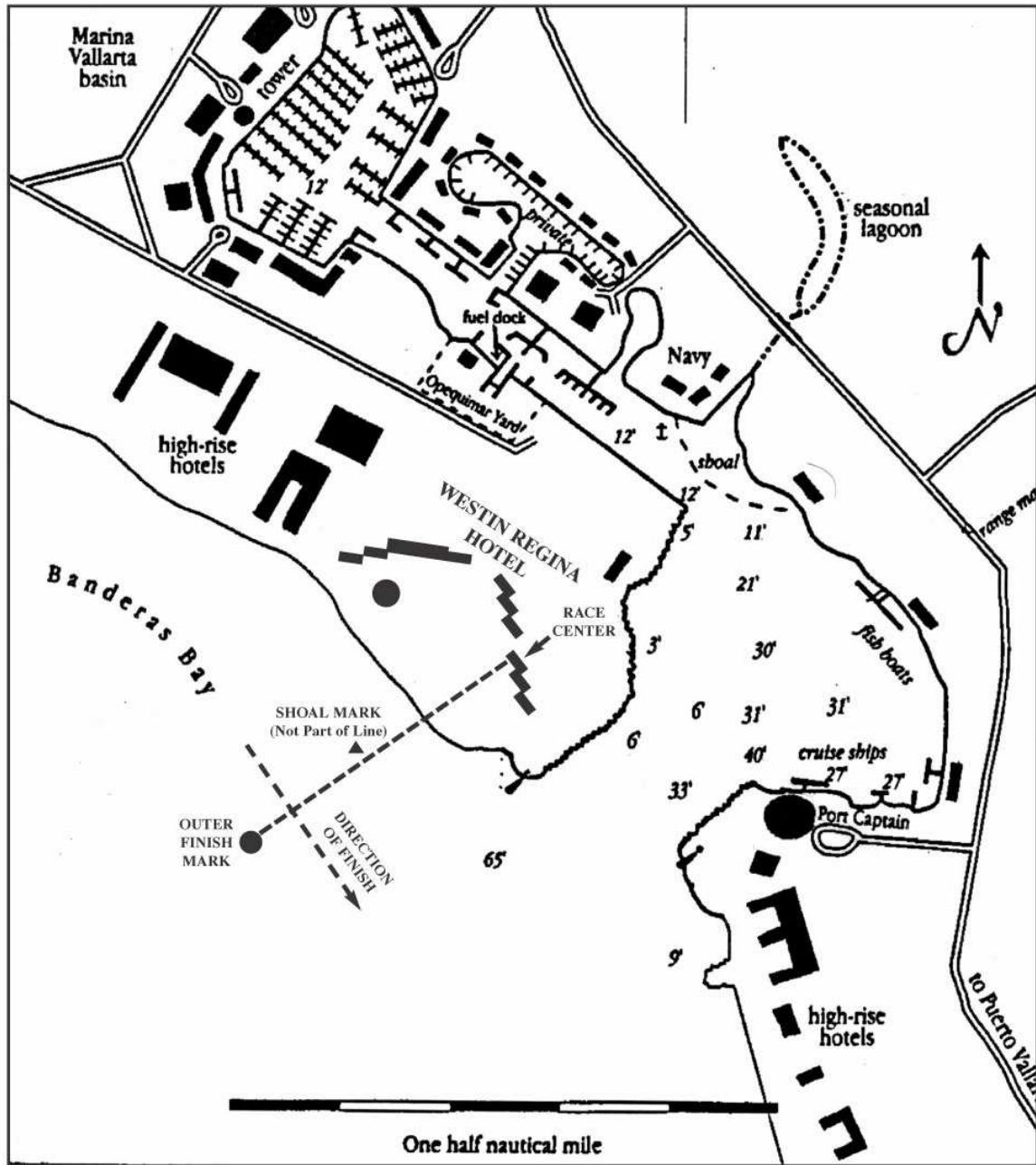
(GPS locations from Nobeltec Charts, Datum WGS 84)



Race #3: Finish Line at Cabo Falso Light

DIAGRAM OF FINISH AREA FOR RACE #4 AT PUERTO VALLARTA

(Approximate GPS location: 20°39.34' N, 105°15.18' W , Datum WGS 84, November 2006)



Mileage Distance Approximate

**MINIMUM REQUIRED EQUIPMENT LIST**

1. USCG requirements for that size yacht, and number of persons aboard, (with whistles attached to Personal Flotation Devices (Lifejackets).
2. Yachts shall be single-hulled, self-righting, and shall have an enclosed cabin with essentially water-tight hatch covers, a self-bailing cockpit, and a suitable head.
3. Crew accommodations shall include at least four bunks, an operable galley consisting of a stove, cold storage, and shall include food and water adequate for the duration of the race (Minimum water requirement: 12 gallons per crew member, exclusive of water maker capacity).
4. Yachts shall have the capability to reduce sail area and race in adverse weather.
5. An engine capable of driving the yacht in calm waters, with no sails set, at a speed of not less than 6 knots, and enough fuel to power no less than 150 nautical miles for each race.
6. First aid kit and manual.
7. Fixed bow pulpit, lifelines, and supports. Minimum height of pulpit and lifelines is 24 inches. Maximum distance between supports is 7 feet. Lifelines may terminate on the deck at the bow. A fixed stern pulpit or suitable stanchions with lifelines enclosing the stern is acceptable.
8. One fixed hand bilge pump and 1 additional pump (hand or electric) in operable condition.
9. Soft wood plugs, tapered and of the appropriate size, attached or stored adjacent to the appropriate fitting for each through-hull opening.
10. An approved ring or horseshoe life buoy (20 inch minimum) attached with 25 feet of floating line to a man overboard pole. An approved Xenon (gas discharge) flashing water-tight light is to be attached at all times to the life buoy with a short lanyard or floating line.
11. A minimum 11 inch diameter, or approximately equal area, radar reflector, mounted in the starboard side rigging no lower than just below the lower spreaders, or on the backstay or the mast, at least 20 feet above the deck level.
12. Three red flares, 3 white flares and 2 orange smoke distress signals (USCG flares are acceptable, but SOLAS are highly recommended).
13. Ship's compass, a portable spare compass, and charts of surrounding waters.
14. Functioning lights required by International Rules of the Road, and functioning flashlights with new and spare batteries.
15. Two anchors, each with chain equal to boat length, and a minimum of 150 feet of appropriate strength rode, sufficient to hold in storm conditions.
16. Two (2) VHF all channel transceivers, one has a transmitting power of 25 watts, and is equipped with a weather information channel, and one is a waterproof portable with new and spare batteries.
17. Inflatable raft(s) or dinghy(s) capable of accommodating all persons onboard. The total capacity of the raft(s) or dinghy(s) shall be at least equal to the number of crew. Life raft or dinghy must have emergency water and survival rations for 2 days for all personnel onboard.
18. Boarding ladder or climbing steps for aiding in retrieval of someone overboard.
19. Two GPS Receivers, one of which is portable and waterproof with new and spare batteries.

**Note: This list constitutes the minimum equipment that must be aboard a yacht. In addition, each skipper is responsible for the additional equipment and supplies that is necessary for the comfort and safety of his crew.**