

Lake Washington Sailing Club

2013 Dinghy Delta Ditch Sailing Instructions:

- 1.0 Rules:** The Racing Rules of Sailing 2013-2016, the prescriptions of US Sailing, the rules or decisions of each class concerned, and these Sailing Instructions and any amendments thereto, will govern the regatta.
- 1.1 Any class rules regulating the use of GPS's, compasses (either digital or analog), VHF radios or cell phones will not apply for this regatta.
- 2.0 Safety:**
- 2.1 PFDs: All participants are required to wear a personal floatation device while on the water.
- 2.2 PAINTER: Every participating boat must have a painter 3/16" diameter or larger of at least 15 feet in length.
- 2.3 NAVIGATION LIGHTS: Every participating boat must have a flashlight (white light) with sufficient strength to alert vessels of your presence with batteries that will last 4 hours to satisfy US Coast Guard nighttime requirements.
- 2.4 SHIPS: Although unlikely, if a ship is transiting the man-made portion of the shipping channel during the race, every boat is obligated to sail to the **westerly** side of the man-made channel and hug the shore as close as is safely possible until the ship has passed. All boats should break overlaps to get as close to the shore as possible.
- 2.5 FERRY: About 2 miles upstream of the starting area there is a ferry that crosses Cache slough. It is a ship operating in restricted waters and all entrants are obligated to give way.
- 2.6 FOOD AND WATER: Since this can be a very long race, it is required that all participants bring at least one full meal and 1 gallon of water/liquids for each sailor.
- 2.7 COMMUNICATION: All crash boats and the LWSC clubhouse will have VHF radios and be listening on channels 16 (for emergencies) and 68 as well as carrying cell phones. See the course sheet for cell phone numbers.
- 2.8 DECISION TO SAIL: It is the responsibility of each participant to sail in a safe manner and to make the decision as to whether the conditions are safe to sail in.
- 3.0 Entries:** All participants must have submitted their entry form to the registration table and paid their entry fee by 12:30 PM on the day of the regatta to be scored.
- 4.0 Course Sheet:** A course sheet is provided with the sailing instructions. It contains the course to be sailed, a starting time table on the back, and graphics of the flags to be used as well as cell phone numbers.
- 5.0 Classes and Divisions:**
- 5.1 One Design Classes: One-design classes having 4 or more entries will be scored separately as a class.
- 5.2 Open Division: A yacht not competing in a one-design class will sail in a Portsmouth handicapped class.
- 5.3 Overall scoring: Scoring for overall placement will be based on 2010 Portsmouth handicaps.
- 6.0 Schedule of Racing:**
- 6.1 Skippers Meeting: Skippers' meetings will be held at 10:30 AM, 11:30 AM and 12:30 PM on the day of the regatta on the lawn by the ramp at the launching site, Delta Marina Yacht Harbor.
- 6.2 First Warning: The first warning will be at 11:30 AM unless changed at the skippers meeting or on the water.
- 7.0 Bridge Crossing and Towing:** The launching site is on the other side of the Rio Vista Bridge from the starting area. The bridge is not high enough for even the shortest dinghy's mast to fit under even though it seems like it is close. The race committee will be coordinating the raising of the bridge with the bridge tender. Towing may be necessary based on wind and current to speed the transit through the bridge and arrival at the starting area.
- 7.1 Towing: If boats are not able to make progress to the bridge or risk being pulled under the bridge, the chase boats will have tow ropes to connect to. Please be ready with your painter attach to the tow rope.
- 7.2 Tow ropes: All support boats will have tow ropes. The ropes have loops in them every 20 feet for your painter. To attach, grab the tow rope, pull yourself forward to the forward-most free loop, slide the loose end of your painter through the loop and then fasten the painter to your boat. This will allow for easy release when towing is finished.
- 7.3 Mandatory towing: Mandatory towing will be indicated by 3 horn blasts. When signaled, you are obligated to sail a course to intercept the appropriate tow boat and be ready with your painter to attach to the tow line.
- 7.4 Pre-Bridge raising activity: After the skippers meeting every entrant must move as quickly as possible to sail to the bridge. We will not wait for boats that are excessively straggling and the bridge will only be raised once per hour. Once at the bridge please sail in a clockwise sausage in front of the bridge as close as is as safely possible until every boat has arrived. If the wind is lighter than the current, be wary of being swept under the bridge and towing options.
- 7.5 Bridge raising activities: Once the bridge has been raised we will have less than 5 minutes for all of the boats to get through. The opening is wide enough that all boats should be able to pass through at the same time so everyone should make their way through as soon as the bridge is raised. If there is not enough wind to make good progress, the chase boats will use their tow ropes. Again, be ready with your painter.
- 7.6 Post-Raising activities: Once on the other side of the bridge, make your way to the starting area. The committee boat will already be there setting up the marks. Boats that do not make it through the bridge during the first pass will not be waited for if they were straggling. It will be up to an hour before the bridge is raised again.
- 8.0 Starting Area:** The starting area will be immediately upstream the Sacramento River from the Rio Vista Bridge. An alternate location is at the confluence of Cache Slough, Steamboat Slough and the Sacramento River.
- 9.0 Start Line:** The Start line will be between an inflatable yellow cylinder and an orange flag on the committee boat.
- 10.0 Starting Sequence:** The starting sequence will either be a pursuit start or the normal 5-minute sequence with rolling starts based on wind conditions.




























- 10.1 Pursuit starts: If the A or B flag is raised from the committee boat, it will be a pursuit start. See the starting time table on the back of the course sheet for starting times for both the A and B flags. No other flags will be raised during the starting sequence with the exception of individual recalls. Audible warnings will be given if possible.
- 10.2 Pursuit starts delays: If a numeric pennant is raised below the A or B flag, this indicates that the pursuit race start times will be delayed. Multiply the numeric pennant number by 10 for the delay in minutes.
- 10.3 Traditional sequence: If the C through F flag is raised, a traditional start will be used with the pennant indicating the fleet that will be starting. See the back of the course sheet for details on this sequence. The flag assignments will be announced/updated at the skippers meeting.

11.0 Course:

- 11.1 Course Flags: The course to be sailed will be specified by the numeric pennant that corresponds to the course number on the course sheet. The course flag will be raised with the fleet/pursuit flag.
- 11.2 Overall course: The course follows the shipping channel from Rio Vista to West Sacramento. The course and channel go up Cache Slough from the starting area for approximately 4.5 miles to the confluence of Prospect and Miner Sloughs, at which point the man-made shipping channel begins. The course covers the remaining 26 miles of the man-made shipping channel to the Port of Sacramento. Once inside the turning basin for the Port of Sacramento, the course will turn northward and will finish off the eastern shore of the sailing club peninsula. See the course sheet for more details particularly on the start and finishing areas.
- 11.3 Planned course: (Course #1) The starting line will be on the southeastern edge of the river and will have a short upwind leg around an inflatable yellow cylinder, rounded to **starboard** and continue to the above overall course.
- 11.4 Alternate course for southern wind: (Course #2) The starting line will be on the northwestern edge of the river and the windward mark should be rounded to **port**. Otherwise it is identical to course #1.
- 11.5 Alternate course for eastern wind: (Course #3) In the case that the course up the shipping channel is already up wind, no windward mark will be set. The course will go straight up the shipping channel from the start line.
- 11.6 GPS Waypoints: These waypoints can be used for the course:

Launching Area:	N38.1486, W121.6918	27.12 nm to finish
Bridge:	N38.1592, W121.6841	26.36 nm to finish
Starting Area:	N38.1634, W121.6756	25.92 nm to finish
Cache Slough Ch. Marker 41 (green):	N38.1941, W121.6580	23.90 nm to finish
Cache Slough Ch. Marker 43 (green):	N38.2049, W121.6598	23.21 nm to finish
Cache Slough Ch. Marker 47 (green):	N38.2234, W121.6746	21.90 nm to finish
Shipping Ch. Marker 51 (green):	N38.2380, W121.6739	21.05 nm to finish
Shipping Ch. Marker 59 (green):	N38.3335, W121.6483	15.17 nm to finish
Shipping Ch. Marker 69 (green):	N38.4700, W121.5855	6.48 nm to finish
Shipping Ch. Marker 75 (green):	N38.5376, W121.5850	2.40 nm to finish
Shipping Ch. Marker 79 (green):	N38.5466, W121.5831	1.89 nm to finish
Shipping Ch. Marker 81 (green):	N38.5546, W121.5775	1.34 nm to finish
Shipping Ch. Marker 83 (green):	N38.5600, W121.5679	0.80 nm to finish
Shipping Ch. Marker 85 (green):	N38.5619, W121.5568	0.25 nm to finish
Finish area:	N38.5652, W121.5532	

- 11.7 Restricted areas: There are no restricted areas in the course (except to avoid shipping traffic). You may sail between any channel marker and the shore.
- 12.0 **Finish Line:** The finish line will be between a boat anchored in the middle of the Lake Washington turning basin and a red tent shaped buoy.
- 13.0 **Shortening Course:** The race may be shortened due to light winds that will prevent the majority of competitive boats from finishing before an hour after dark. This will be accomplished by having the committee boat make a finish line between a small red ball and itself and raising the S flag. The committee boat will anchor the line upstream of the first boat and allow everyone to sail to the shortened finish line.
- 14.0 **Abandonment:**
- 14.1 General Abandonment: The race may be abandoned after a 1-2 hour postponement at the starting area. Look for one of the chase boats to motor you to back to Delta Marina Yacht Harbor.
- 14.2 Individual Abandonment: Individual boats that will clearly either not finish the entire course by an hour after dark or will not finish a shortened course so that they can be towed into LWSC within an hour after dark, will be towed to LWSC and will not be scored. This rule will only be used as a last resort.
- 15.0 **Protests:** Protests must be filed within 30 minutes of the last of the parties involved in the protest finishing. Protest forms will be available in the clubhouse and can be filed in the clubhouse as well. The protest committee will not give time penalties, only hand out disqualifications. As such 720's are encouraged to prevent any disqualifications.
- 16.0 **Trophies:** Trophies will be awarded at the BBQ after the race. This is scheduled for 7:00 PM but may be moved in either direction based on when the fleet finishes.

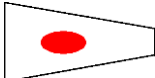


Boat Type	Handicap	Shuttle				Marker	Distance To Finish
Potter	124.3	#1	11:38:30	13:55:00		85 & 86	0.25 nm
Pelican	117.4	#1	12:01:16	13:55:00		83 & 84	0.80 nm
Sunfish	99.6	#2	13:00:00	14:00:00		81 & 82	1.34 nm
Whitehall	99.0	#2	13:02:00	14:02:00		79 & 80	1.89 nm
Lido 14	98.9	#2	13:02:19	14:02:19		75 & 76	2.40 nm
Day Sailor	98.5	#2	13:03:38	14:03:38		73 & 74	4.29 nm
Byte	97.4	#2	13:07:16	14:07:16		71 & 72	6.25 nm
Banshee	93.7	#2	13:19:28	14:19:28		69 & 70	6.48 nm
Wing Dinghy	92	#2	13:25:05	14:25:05		67 & 68	8.63 nm
C-15	91.9	#2	13:25:25	14:25:25		65 & 66	10.63 nm
Laser	91.1	#2	13:28:03	14:28:03		63 & 64	12.63 nm
Megabyte	90.8	#2	13:29:03	14:29:03		61 & 62	14.63 nm
Finn	90.1	#2	13:31:21	14:31:21		59 & 60	15.17 nm
Windmill	89.5	#3	13:33:20	14:33:20		57 & 58	16.81 nm
Lightning	87	#3	13:41:35	14:11:35		55 & 56	18.70 nm
Buccaneer 18	86.9	#3	13:41:55	14:11:55		53 & 54	19.90 nm
470	86.3	#3	13:43:54	14:13:54		51 & 52	21.05 nm
Thistle	83	#3	13:54:47	14:24:47		49A	21.32 nm
I550	82	#3	13:58:05	14:28:05		49 & 50	21.60 nm
FD	80.1	#3	14:04:21	14:34:21		47 & 48	21.90 nm
505	79.8	#3	14:05:21	14:35:21		45 & 46	22.34 nm
C Scow	79.1	#3	14:07:39	14:37:39		44	22.76 nm
Weta	78.5	#3	14:09:38	14:39:38		43	23.21 nm
Hobie 18	76.8	#3	14:15:15	14:45:15		42	23.66 nm
YOU:						41	23.90 nm
						40	24.23 nm
						39	24.44 nm
						37	25.01 nm
						36	25.91 nm
						Bridge	26.36 nm
						29 & 30	26.73 nm
						27 & 28	27.00 nm
						DMYH	27.12 nm


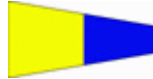

Flags:

- Fleet (A/B) over delay (1-6) or Fleet (C-E)
- Course (1-3)

Signal	Flag Sound	Sound	Time to Start
Warning	Class & Course Flags Raised	1 Horn	5 minutes
Preparatory	P Flag Raised	1 Horn	4 minutes
One-Minute	P Flag Lowered	1 Long Horn	1 minute
Starting	Class & Course Flags Lowered	1 Horn	0 minutes

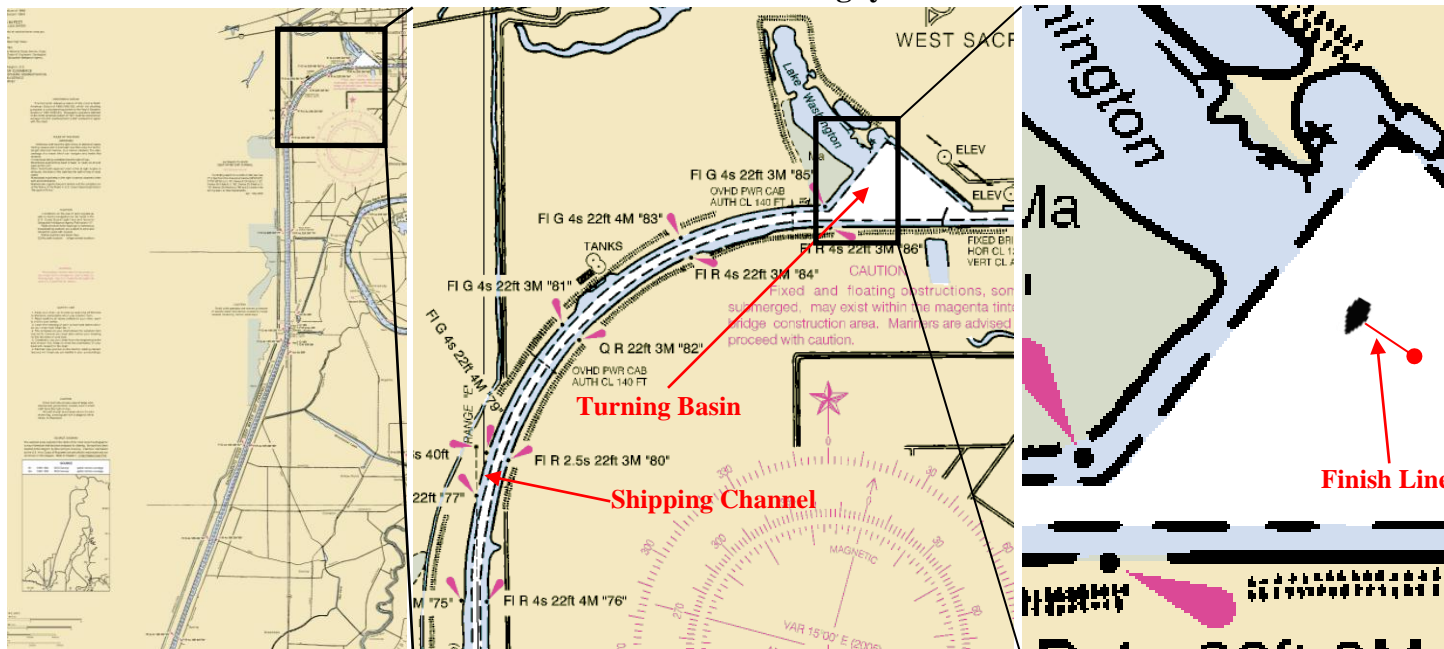
Delay:

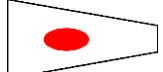

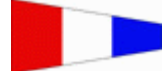
- 10 minutes: 
- 20 minutes: 
- 30 minutes: 







- 40 minutes: 
- 50 minutes: 
- 60 minutes: 

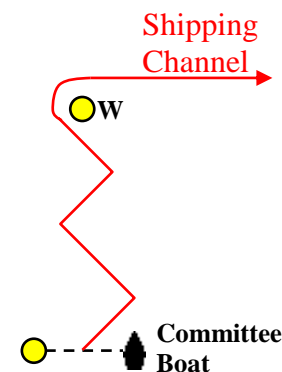
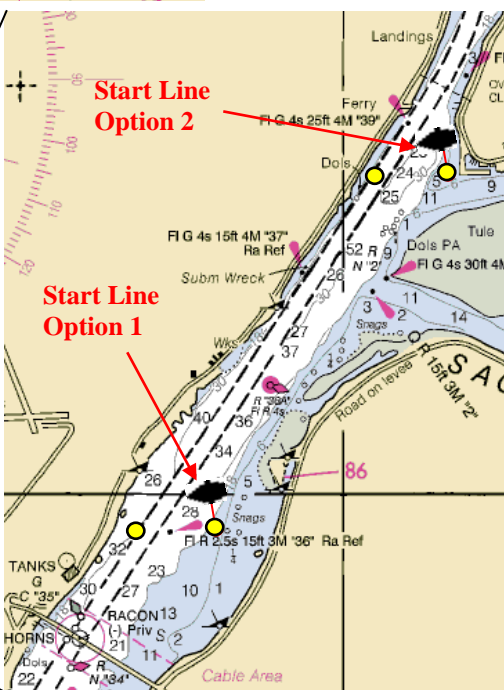
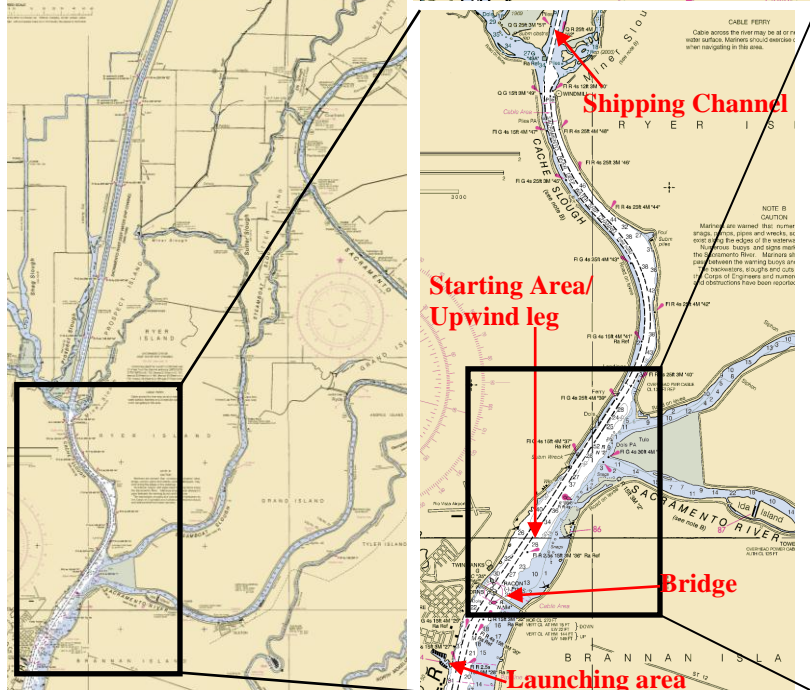
Lake Washington Sailing Club

Course Sheet for the 2013 Dinghy Delta Ditch:



Flag	Course
	Start, W (to starboard), Finish
	Start, W (to port), Finish
	Start, Finish

	Preparatory (P)
	Individual Recall
	General Recall
	Postponement
	Abandonment
	Shortened Course



	Alpha
	Bravo
	Charlie
	Delta
	Echo
	Foxtrot