1. **RULES**

1.1. This race will be governed by The Racing Rules of Sailing (RRS); San Diego Yacht Club is the Organizing Authority;

1.2. US Safety Equipment Regulations, (hereafter “USSER”), US Ocean level requirements, will be in effect for all monohull competitors, as modified by the Notice of Race and its amendments. See NOR Addendum #1 and Amendment #1;

1.3. Ocean Racing Catamaran Association (ORCA) Racing Requirements, Sections 6, 7 and 8, will be in effect for all multihull competitors, as modified by the Notice of Race and its amendments. See NOR Addendum #2;

1.4. Any procedures referenced in the Communication and Finish Section of the Skippers Handbook;

1.5. The rules of any class racing as a class; except as any of these are amended by the Notice of Race or these Sailing Instructions;

1.6. All boats are required to carry a supplied Race Tracker. The trackers will report a boats position hourly, and will be displayed on the YB Tracking website with a 4 hour delay. It will be the responsibility of the skipper (see NOR 1.4) of the boat to ensure that the transponder remains installed according to supplied directions, and must make every effort to ensure it is functional for the entire race. The skipper will be responsible for returning the tracker to a member of the Race Committee as soon as practical upon finishing;

1.7. No claim is made or implied that observance of these safety requirements will prevent injury, death, or loss of property. Neither the establishment of these rules and safety regulations, their use by race organizers, nor the inspection or absence of inspection of a boat for compliance with these safety regulations in any way limits or reduces the complete and unlimited responsibility of the person in charge, per Rule 46, who shall ensure that the boat is seaworthy and manned and operated by an experienced crew with sufficient ability and experience to face bad weather and to comply with the rules in force. 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.” See USSER 1.2 and ORCA 5.6;
2. ALTERATIONS OF RACING RULES

2.1. The Organizing Authority encourages all competitors to properly wear life jackets and safety harnesses connected to the boat at all times while on deck between sundown and sunrise. The skipper (see NOR 1.4) is responsible for establishing exactly when and precisely how this request is followed.

2.2. For determination of the right of way between contestants, Part 2 of the racing rules shall govern, except between sunset and sunrise, the following shall be substituted for Rule 17: “When two boats are on the same tack and within three of the larger boat’s overall length of each other, the overtaking boat shall keep clear and neither boat shall alter course toward the other.”

2.3. **Rule 35** Time Limit: Boats not finishing by 1600, Pacific Standard Time on Saturday, February 27, 2016 shall be scored Did Not Finish unless the RC extends the time limit.

2.4. **RRS 50.2** Spinnaker Poles; Whisker Poles and **RRS 50.3** Use of Outriggers will be modified to allow the use of fixed and retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.

2.5. **Rule 51** (Movable Ballast) and **Rule 52** (Manual Power) are modified as follows:

2.5.1. **Rule 51** (Movable Ballast) The movement of sails not in use while racing is allowed. However all sails not being flown must remain within a boat’s lifelines.

2.5.2. If boats systematically make, move or use fluids or stores in such a way as to either increase stability as they tack or gybe; or adjust hull trim in different conditions, that will be considered movable ballast under **Rule 51** and must be declared and rated on the ORR Certificate. A boat who fails to declare movable ballast to increase stability or adjust hull trim shall be protested and may be penalized.

2.5.3. **Rule 52** (Manual Power) The positioning of hull appendages, specifically adjustable keels, or shifting of water ballast by gravity, hydraulic or electric power is allowed only on boats so designed, declared and rated by the Rating Authority. All powered systems shall be capable of manual operation if powered systems are inoperable. All other boats shall comply with **Rule 52**.

2.6. **Rule 55** is modified to add the following: “However, materials used for the banding of sails must be of bio-degradable nature (ie wool, cotton, etc) and may be discarded. Food/liquids intended for human consumption, and human waste may be discharged provided boats are more than 12 nautical miles from nearest land.”

2.7. **US Sailing Prescriptions** to 63.2 and 63.4 will not apply.

2.8. **Rule 62** Redress: Rule 62.1 is modified by adding the following: (e) “being directed by a Government Authority to deviate from her proper course.”
2.9. **Rule 64.1** Penalties and Exoneration is modified as follows: the Protest Committee may assign a penalty other than disqualification for an infringement of the rules.

2.10. **Rule 64.1**, Penalties and Exoneration is modified by adding: “(d) When the Protest Committee decides a boat that is a party to a protest hearing has broken a rule, it may assign a time penalty to be added to the boat’s corrected time.”

2.11. There is no limitation on the number of spinnakers and staysails carried. This modifies Offshore Racing Rule regulation 10.02.1.

2.12. There is no limitation on crew weight. This modifies ORR rule 4.02. Per Rule 87, ORR has issued SDYC permission to make this change.

2.13. Rule 41 Outside Help is amended to permit the following:

2.13.1. Competitors may only utilize weather information that is routinely available throughout the year to the general public without charge, and whose availability is publicly indexed.

2.13.2. Competitors may receive imagery from satellites (e.g. NOAA, APT satellites).

2.13.3. Competitors may use any means to retrieve data from the Internet (e.g. from the web, from ftp sites, from email responders), provided that the data is intended for public use without charge, is routinely available for free throughout the year, and is publicly indexed (e.g. can be found via Google).

2.13.4. Prior to a boat's preparatory signal, there is no limitation on private services or any other source of data or consulting, except that a competitor that has started may not provide weather information to another competitor that has started, or to a competitor that has not yet started except through the information provided to or from the Race Committee.

2.13.5. Competitors may retrieve boat position data, which has been delayed 4 hours, which is intended for competitor/public viewing, and is available as a link from the YB Tracking website homepage.

3. **ADVERTISING**

3.1. Advertising for boats in this race is unrestricted in accordance with ISAF Reg. 20.

4. **INSPECTIONS**

4.1. All boats may be subject to inspection prior to and after the race. Resolution of any problems regarding required safety equipment, minimum accommodations, eligibility of crew members etc., will be made by the Organizing Authority. Resolution of any discrepancy between a boat's configuration and its submitted rating certificate will be processed in accordance with Part 5 of the RRS.
5. **START TIMES AND DIVISIONS**

5.1. Division assignments are listed in Attachment 1.

5.2. Start Times

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<thead>
<tr>
<th>Division</th>
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<td>12:15</td>
</tr>
<tr>
<td>Division 0 (Multihull)</td>
<td>Saturday, February 20</td>
<td>12:35</td>
</tr>
</tbody>
</table>

6. **NOTICES TO COMPETITORS**

6.1. Prior to starting, notices to competitors will be posted on the Official Regatta Notice Board located on the event website (www.pvrace.com), and when possible on the Regatta Notice Board on the east side of the Sailing Center (facing the water) at SDYC.

6.2. Finish times, notice to competitors, protest pending information and results will be posted on the Official Regatta Notice Board located on the event website (www.pvrace.com).

7. **SAILING INSTRUCTIONS**

7.1. Any questions regarding the Sailing Instructions including interpretations of published rules and amendments must be made in writing and submitted before 1700 Wednesday, February 10, 2016, by email to: sailing@sdyc.org.

7.2. Any change to the Sailing Instructions will be posted on the Official Regatta Notice Board and event website prior to 1000 on the day it will take effect.

7.3. In accordance with Rule 90.2(a), if a change to the Sailing Instructions is required after boats have started, the change will be announced via email and will be available no later than the daily Comm Watch Period (0730-0800 PST).

8. **SIGNALS MADE ASHORE**

8.1. Signals made ashore will be displayed from the flagpole near the front dock of the San Diego Yacht Club. Code flag L followed by a numeral pennant indicates the latest Official Notice that has been posted.

8.2. All Signals made ashore, notice to competitors, or any amendments to the race documents will be posted on the event website and an email notification will be sent to registered emails per 18.2.
9. **THE START**

9.1. Boats shall check in and be acknowledged by the Race Committee at the starting line prior to the Warning Signal for her start.

9.2. The starting area will be located in San Diego Bay between Channel buoys 17 and 19 along the south end of Shelter Island.

9.3. The starting line will be between a yellow inflatable mark on the port end and a staff with an orange flag aboard the Race Committee Boat at the starboard end.

9.4. For the purpose of Starting - Rule 26, Class Warning Flag for each start will correspond to the appropriate International Numeral Pennant (e.g. Div 1 = #1, Div 2 = #2, etc.).

9.5. The Warning Signal time for each group will be as stated in Section 5.

9.6. Individual recalls will be signaled in accordance with Rule 29.1. The Race Committee will broadcast the sail number of ‘On Course Side’ boats on VHF Radio Channel 68.

10. **COURSE**

10.1. **IMPORTANT NOTE:** All distances are approximate. All bearings are magnetic and approximate. GPS coordinates listed in these Sailing instructions are in WGS 084 format, noted in deg, min.min. They are actual, observed coordinates for intended points. Caution should always be exercised in reading data from or plotting data to any published chart of Mexican Waters. Exercise all due caution when approaching the finish.

10.2. Boats shall start in accordance with Section 9 above and finish in accordance with Section 11 below.

10.3. The following are approximate reported position for buoys at Mama Grande (20 47.28N / 105 32.16W) and Punta Mita (20 45.6N / 105 33.26W). They are on the northwest side of the approach to Punta Mita. Their physical location may vary depending on wind, tide and sea state conditions. These are marks of the course and shall be left to port.

10.4. The following navigational reference coordinate (20 43.8N / 105 32.3W) is titled “2 mile approach” and is located south of Punta Mita. It is not a mark of the course.
11. THE FINISH

11.1. Attachment 2 is an illustration of the Finish Line detail.

11.2. The Race Committee Finish Boat “Moonshadow” (Deerfoot 62’) will be located at approximately 20°45.6 N 105°31.0 W. This finish boat will attempt to transmit on AIS.

11.3. During daylight, the finish line will be between an Orange Flag on the Race Committee Finish Boat and an adjacent buoy to the south of the finish boat.

11.4. At night, the finish line will be between an orange flashing beacon on the Race Committee Finish Boat and an adjacent buoy to the south of the finish boat. The Race Committee will attempt to illuminate the adjacent buoy with a strobe light attached to the buoy and/or a searchlight when notified of a competitor’s proximity to the finish per 11.5. In the event the orange flashing beacon is missing, alternate means to illuminate the finish boat will be attempted.

11.5. Boats shall attempt to contact the Race Committee approximately 5 nm and 2 nm from the finishing line or at the finish (per US SAILING Prescription to Rule 34) on VHF Channel 16 until contact is made. Boats unable to make contact by the 2 nm approach should continue to hail until finished, and attempt Race Committee contact via cell / sat phone call or text to the numbers listed in Section 18.1.4.

11.6. If any portion of the finish line (signal boat or mark) is missing or not on station, the finishing boat shall take her own finish time in hours, minutes, seconds, Pacific Standard Time when, to the best of their ability, they determine they have arrived at the “Finish Point” 20°45.6N 105°31.0W (per US SAILING Prescription to Rule 34).

12. TIME LIMIT

12.1. Rule 35 Time Limit: Boats not finishing by 1600 Pacific Standard Time on Saturday February 27 shall be scored as Did Not Finish unless the Race Committee extends this time limit. If the finish time will be extended, it will be broadcast according to 7.3, not later than the morning Comm Watch Period on February 25, 2016.

13. DAILY POSITION REPORTING

13.1. Prior to the race, between 0800 Wednesday, February 17 and 0800 Thursday, February 18, each boat is required to Check-in via email using the same system on the boat as will be used during the race. The email must be sent to BOTH sailing@sdyc.org and sdycsailing@gmail.com and receive an acknowledgment from the Race Committee. Boats not checked in will be identified at the skippers meeting and will be required to complete this safety check before ranking as a starter.

13.2. During the race, each boat is required to send 0600 PST Position via email, daily prior to 0700 PST, formatted per 13.7. The email address is BOTH sailing@sdyc.org and sdycsailing@gmail.com.
13.3. During the race, any boat unable to generate an 0600 PST Position via email per 13.2, should contact PV Race Committee by Sat phone or SMS text between 0700 and 0730 to report their 0600 position. Any boat that is nearby and can relay a position is requested to do so. However boats unable to generate an email should still contact the Race Committee per above.

13.4. Approximately 50 nm from the finish, all boats are required to send an **Approach/Finish ETA via email** formatted per 13.7. On the third line, please include an estimated time of arrival (PST) at the finish line. The email address is **BOTH sailing@sdyc.org** and **sdycsailing@gmail.com**. Boats not able to generate an email should contact PV Race Committee by Sat phone or one of the other numbers listed in SI 18.

13.5. Boats whose trackers fail to report due to breakage, loss or malfunction must notify the PV Race Committee, or when notified by the PV Race Committee, will be required to record hourly position reports. Every four hours, these hourly position reports, in groups of four, are to be sent by email beginning at the first opportunity on the following schedule: 0200, 0600, 1000, 1400, 1800, and 2200. The email address is **BOTH sailing@sdyc.org** and **sdycsailing@gmail.com**. These reports are due until the boat has either finished the race or have withdrawn from racing and are in-port.

13.6. Boats with missing position report data for more than 12 hours will be subject to 14.8.

13.7. All position report messages should be sent using plain text to minimize message size, formatted as follows:

**Subject line or Header:**

<“0600_PST_Position Report”, <Boat Name>, <Sail Number>, <Date>:  

**Ex) 0600 PST Position Report, Ur Yot, 12345, Feb 22**

**Body:** *(place items 1, 2 and 3 on separate lines)*

1. xx xx,xxx xx (location in degrees<sp>minutes, comma separate lat,lon)
   
   **Ex) 22 29, 110 15**

2. wind xxx @ xx, sea x’-xx’, % cloud cover, bar  
   *(approximate wind direction (magnetic) and velocity (knots), cloud cover and barometric pressure (millibars) to be used for RC and media commentary),  
   
   **Ex) wind 280 @ 14 kts, sea 3’-4’, 0% cloud cover, bar rising @ 1002 mb**

3. Optional brief comments if desired  

   **Ex) Lost spin halyard last night, kite back on board/crew ok. Nice AM!*
14. PENALTIES

14.1. Rule 61.1 (b) is changed so that any boat being protested by the Race Committee for an infraction will be notified of the protest within 24 hours after the time the boat finishes the race.

14.2. The first sentence of rule 64.1 is changed to “When the protest committee decides that a boat that is a party to a protest hearing has broken a rule and is not exonerated, it may impose some other penalty in lieu of disqualification, or impose no penalty at all.”

14.3. For infractions of rules contained exclusively in the Sailing Instructions and Notice of Race, in lieu of disqualification the protest committee may penalize a boat by adding zero to three places to her corrected time finish position, except if the infraction caused injury or damage to another boat which in any way affected the racing ability of that boat, the offending boat shall be disqualified.

14.3.1. Any boat that willfully reports a false position, impedes the transmission of tracker position reports, or remains unreported for an extended period of time may be considered in violation of RRS 2 – Fair Sailing and a protest will be filed with the protest committee.

14.4. For infractions of rules 29.1 and/or 31 (OCS or touching a mark) which are not exonerated, in lieu of disqualification the protest committee may penalize a boat by adding one place to her corrected time finish position.

14.5. For infractions of rules in Part 2 (When boats meet) and Part 6 (Entry / Qualification) of the RRS, or noncompliance with required emergency equipment, in lieu of disqualification the protest committee may penalize a boat by adding enough time to her elapsed time, so that her corrected time position in her division may be worse than her actual finishing position, except:

14.5.1. if the infraction caused injury or damage to another boat which in any way affects the racing ability of that boat, the offending boat shall be disqualified.

14.6. For infractions of rules other than those describe herein, in lieu of disqualification the protest committee may assign a time penalty to be added to the boat’s corrected time except:

14.6.1. if an infraction of RRS 41 was committed to insure the safety of a boat on this race, the protest committee may elect to not assess a penalty.

14.7. When a boat is penalized, all calculations for any race position will use the adjusted times or places prescribed by the protest committee.

14.8. Any boat whose Daily Position Report is not received by 0700 PST or who is unable to communicate by email, Sat Phone or SMS text a position report when requested by the PV Race Committee, or not complying with Sailing Instruction 13.5 may be protested by the Race Committee and may be penalized by adding up to 15 minutes of time to the boats corrected finish time for each infraction. Boats subject to this action will be assessed this time penalty for each hourly position report not provided.
15. PROTESTS

15.1. A boat intending to protest shall fly her protest flag for at least one hour after the incident and again upon finishing. Boats intending to protest shall, immediately upon finishing, inform the Race Committee at the finish line of the boat being protested and receive confirmation from the Race Committee. This modifies Rule 61.1

15.2. Protest shall be submitted in writing to the Race Committee in person, or by text (picture) or email (attachment), within 4 hours of finishing. All protest forms must include phone and/or email contacts, available while in MX, for the person in charge of the boat protesting, and the person submitting the protests form, if different.

15.3. Notices will be posted on the event website (www.pvrace.com) to inform competitors of hearings in which they are parties or named as witnesses. Hearing locations and times will also be posted here. An attempt to notify competitors by phone and email noted on the protest forms, or per 18.2 will be made. See 15.5.

15.4. Any boat being protested by the Race Committee will be notified of the protest and the alleged infraction by phone and/or email within 24 hours after the time the boat finishes the race.

15.5. Regardless of whether or not contact is made, it is the responsibility of each boat to check the event website and be properly prepared to attend a protest hearing in a timely manner.

16. SCORING

16.1. Trophies will be awarded based on the boats corrected time using ratings supplied by the rating authorities. Corrected Time will equal Elapsed time x Time Correction Factor based on the Vallarta Race Wind Matrix, inclusive of any penalties prescribed.

16.2. RENDERING ASSISTANCE - At the discretion of the Protest Committee, an elapsed time credit may be given to a boat rendering assistance to, or standing by a vessel in distress. To receive such credit, the person-in-charge of the boat rendering assistance shall contact the Race Committee as soon as possible via email or phone to notify them of their involvement. As soon as practical after assistance, but no later than 4 hrs after finishing, they shall submit to the Race Committee a detailed statement as to the location, circumstances involved, time spent and the distance and direction traveled while rendering assistance. This modifies Rule 62.

17. TROPHIES

17.1. Trophies will be awarded at the Awards Dinner and Fiesta to be held at the nearby Velas Vallarta Suites in conjunction with MEXORC on Saturday, February 27, 2016.

17.2. Trophies for both Overall and Class accomplishments will be presented.
18. **SAFETY**

18.1. All boats are requested to monitor VHF 16 at all times.

18.2. Attempts to contact competitors before, during or after the race, by the Race Committee for reasons described throughout these sailing instructions will be, in order of precedence: registered boat email, registered boat sat phone, Person in Charge contact information provided at registration, any other means available/forwarded.

18.3. A Communications Watch will be required of all boats at two specific times: 0730-0800 and 1930-2000 PST. During those times, boats are required to maintain watch VHF 16, and Sat Phones. Additionally, urgent emails from Race management may be sent during the watch period and may require a timely response.

18.4. A boat which retires from the race, has an emergency or serious injury, or per 11.5 is attempting to reach the Race Committee, shall notify Race Committee or the Organizing Authority as soon as practical, in order of preference, as follows:

18.4.1. Contact the PV Race Organizers via email (sdycsailing@gmail.com; pvrace@sdyc.org; sailing@sdyc.org; jared@sdyc.org)

18.4.2. Contact PV Race Committee via Sat phone:
   Iridium: 8816 2245 1808 / Inmarsat: 8707 7612 2378

18.4.3. Contact PV OA via Sat phone:
   Iridium: 8816 2245 1644 / Inmarsat: 8707 7612 2168

18.4.4. Contact PV Race Officer via US cell phone is 01-619-933-9922.

18.4.5. Contact San Diego Yacht Club via telephone to 01-619-221-8400

18.5. Boats retired from racing, but still at sea are requested to comply with daily position reports per 13.2.

______________________________
Vallarta Race Organizing Committee
## Attachment 1

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<th>BOAT NAME</th>
<th>TYPE</th>
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<td>Roberto</td>
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</tbody>
</table>
SAILING INSTRUCTIONS
San Diego to Vallarta International Yacht Race
February 19 – 27, 2016

Attachment 2 – Finish Line Detail

Punta Mita Standoff Waypoint
(20 45.6N / 105 33.26W)
Shoals shoreward

Cabo San Lucas – 268 nm

Finish Line
20°45.6 N / 105°31.0 W

Finish Approach Waypoint
(20 43.8N / 105 32.3W)
(Not a mark of the course)
**SAILING INSTRUCTIONS**

San Diego to Vallarta International Yacht Race  
February 19 – 27, 2016

Attachment 2 – Finish to Harbor Entrance Detail

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**Crs:** Finish to Marina Vallarta Entrance:  
Clearing: 2nm @ 180°  
Transit: 15 nm @ 117°  
Approach: 3 miles @ 041°

**Clearing WP:**  
20 43.58 N  
105 31.00 W

**3 mile WP:**  
20 36.88 N  
105 16.93 W

**Entrance Approach WP:**  
20 39.16 N  
105 14.81 W

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Attachment 2 – Approach to Harbor Entrance Detail

- **Destination:** Marina Vallarta
- **Shoaling from River**
- **Approx. 3 nm offshore**
- **Airport**
Attachment 2 – Harbor Detail