



Notice of Race/Sailing Instructions
2011 Campbell Cup
Sunday, October 30, 2011

Rules: This race will be governed by the Racing Rules of Racing.

Eligibility: Entrant must be a member in good standing of South Coast Corinthian Yacht Club.

Classes: There will be one class. For boats electing to race non spin the Random Leg PHRF rating will be used. Boats without a PHRF certificate will be assigned a rating by the RC.

Entries: Entry forms and cruiser off set forms, attended by a fee of \$10 must be received by 10:30 hours on Sunday.

Mandatory Skippers Meeting: Important information will be disseminated at the 1030 hours meeting.

Starting: The race will start at 1200 hours, warning at 1155.

Course: Start will be between SS mark and the flag on the break water. Round Santa Monica Bell Buoy, leaving it to starboard. Enter the marina through the north entrance, similar to the course sailed by Phil Campbell (Security will not chase you out of the area, as they did Phil). Spinnakers must be dropped before entering the main channel and cannot be used in the channel. Spinnakers should be dropped before crossing a line formed by an extension of the north jetty. Do not let any part of you hull cross into the motor channel on either side of the main channel. A rated distance of 9.25 miles.

Finish: The finish will be between an orange inflatable in the channel and a orange flag at Burton Chase Park.

Time Limit: to qualify for a trophy the boat must finish before 1700.

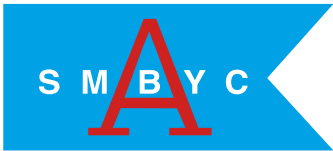
Protests: There should be no protests of any significance.

Communications: the RC will monitor VHF channel 68.

Trophies: Trophies will be awarded after the race at SCCYC. The first place finisher will be added to the perpetual and awarded a "Phil Campbell" cup. The first boat to finish will have name inscribed on the perpetual.

Hospitality: Food at the club after the race.

Questions: Call 4242369105 Nick Sampson or email at nikal58@hotmail.com



**2011 ASMBYC
Cruiser Class
Adjustment
Form**

Boat Name	<input type="text"/>		
Skipper Name(s)	<input type="text"/>		
Address	<input type="text"/>		
City, State, Zip	<input type="text"/>		
Phone Number	<input type="text"/>		
eMail Address	<input type="text"/>		
Yacht Club	<input type="text"/>		
US Sailing #	<input type="text"/>	PHRF Cert: Yes	No
Sail Number	<input type="text"/>	PHRF Cert. Year.	<input type="text"/>
Boat Manufacturer	<input type="text"/>		
Boat Model	<input type="text"/>		
Boat Year	<input type="text"/>	Boat Length	<input type="text"/>
PHRF Buoy Rating	<input type="text"/>	PHRF RLC Rating	<input type="text"/>

	BOAT HANDICAPPING	Adjustment	
Props	Fixed 2-blade propeller	+6	<input type="text"/>
	Fixed, 3-blade propeller	+9	<input type="text"/>
Furling	Roller furling headsail	+6	<input type="text"/>
	In-mast furling mainsail	+9	<input type="text"/>
Headfoil	Headfoil System — non-furling	-6	<input type="text"/>
Jib Sizes	Jib LP < 125%	+12	<input type="text"/>
	Jib LP ≤ 140% of J	+9	<input type="text"/>
	Jib LP > 155% of J	-6	<input type="text"/>
	Jib LP > 165% of J	-9	<input type="text"/>
	Jib LP > 175% of J	-12	<input type="text"/>

All boats with a one design designated headsail smaller than 140 % will receive no adjustment to base rating for an undersized headsail.

Mylar	Mylar/Kevlar/Laminate Jib	-6	<input type="text"/>
	Mylar/Kevlar/Laminate Mainsail	-6	<input type="text"/>
Bulk (Up To +15)	Dodger up +3	+3	<input type="text"/>
	100' chain in bow	+3	<input type="text"/>
	Hard dinghy aboard	+3	<input type="text"/>
	200' chain in bow	+6	<input type="text"/>
	Dinghy on davits	+6	<input type="text"/>
ULDB 1.9	ULDB rating of 1.9 or above?	-27	<input type="text"/>
Sprit	Aftermarket Bowsprit Installation	-9	<input type="text"/>
NonSpinOffset	Enter from PHRF certificate or Total Adj	+18	<input type="text"/>

Cruiser Buoy Non Spin Rating	<input type="text"/>
Cruiser RLC Non Spin Rating	<input type="text"/>
Cruiser Buoy Spin Rating	<input type="text"/>
Cruiser RLC Spin Rating	<input type="text"/>

By submitting this form, I certify that all of the information provided on this form is accurate and reflects the configuration my boat will be racing with and understand that that if my boat is found to be sailing with a different configuration, my boat is subject to disqualification.

Signed _____

Intent to Race Spin Non-Spin