



## Los Angeles Yacht Club PRO Report

**Race:** 2020 Mercury Pacific Coast Championship

**PRO:** Sean McGillen

**Date(s):** October 3 and 4, 2020

**Location:** San Pedro Harbor, Race Area 1 (See SIs)

**Notice of Race:** [2020 MPCC NOR](#)

**Sailing Instructions:** [2020 MPCC Sailing Instructions](#)

### **Mercury Pacific Coast Championship**

The 2020 Mercury Pacific Coast Championship was held on October 3 and 4, 2020. LAYC was the Organizing Authority for the Regatta. Seventeen boats entered the regatta and sixteen of the seventeen boats raced both days. Seven different Yacht clubs were represented.

You can learn more about the highly competitive and close-knit Mercury class here: [Mercury Class Sailing](#).

### **Racing – Day 1**

As indicated in the Sailing Instructions, the PRO announced on the radio at 1030 hours that the race area for the day would be race area 2 as four wind models (PSG, PSE, ECMWF, and GFS) all indicated 1-2 knots of additional wind around the pier 400 area of San Pedro Harbor. The postponement flag also went up at 1030 with planned 1-hour postponement due to fog and wind. The fog was thick and there was absolutely no wind. We made a radio announcement to the fleet to remain in the vicinity of the Cabrillo Marina and not attempt to come to the race area.

For safety reasons, the race area was moved to the location around the shallow water habitat in the western-most area inside the breakwater. Due to light wind we set a 0.5nm windward-leeward course.

After a 75-minute delay, we were able to get in three races. For races 1, 2, and 3, we raced courses 1, 2, and 2 respectively. Racing ended when the last boat finished the third race at 1608 hours. The LAYC staff provided beer and snacks to the racers stopping by the old gas dock on their way back to the marina much to the appreciation of the racers.

There were no protests.

### **Racing – Day 2**

Just like on Day 1, the 1030 announcement that we'd be racing near the shallow water habitat included the raising of the postponement flag due very poor visibility. Again, we advised the racers to remain in the harbor for their safety. We did not set a new time for the first warning.

The wind was significantly stronger on Sunday, so the race committee set a 0.7nm windward-leeward course. The fog seemed to be lifting so we radioed the fleet and let them know that we would begin racing shortly. Ken Corry, Kaelyn Ibold, and Kelly Marie got the course set up with amazing speed and efficiency and we pulled down the postponement flag and issued the "attention" signal to the fleet.

We got one minute into the start sequence and the leeward mark disappeared into the fog. One minute later the pin at the opposite end of our 450' starting line disappeared. We aborted the start sequence and the postponement flag went up again with two long blasts on the horn. We were socked in again.

Twenty minutes later, the right side of the course cleared while the left side of the course remained completely fogged in. We had hopes that the left side (including the offset to the windward mark) would clear. It never happened.

We had a quick discussion and decided to "pick up" the entire course and move it a quarter mile to the north-west. Once again, Ken Corry and the mark boat crew, Kelly Marie and Kaelyn Ibold, re-set all of the marks while Captain Ripley moved the Warrior II to her new station. It took less than fifteen minutes.

The first start resulted in a general recall as all but 3 boats were OCS. The boats returned to the starting area and we began the sequence again. After the general recall, the PRO made the decision to use the India ("I") flag invoking RRS rule 30.1. We also made adjustments to the pin location and the angle of the gate. The actions had the desired effect and with the exception of a single boat going OCS, we had no more problems with starts for the rest of the day.

We held three races. For races 4, 5, and 6 we raced courses 1, 1, and 4 respectively. Racing finished when the last boat crossed the finish line at 1531 hours. Once again, the racers enjoyed the beer and snacks provided. Thank you to Paul Diaz for having everything ready on the old gas dock for our thirsty racers.

There were no protests.

## **Results**

The 2020 Mercury Pacific Coast Champions are Russ Silvestri and crew representing the St. Francis Yacht Club on "Niuhi" (sail number 471).

All recipients received a trophy for participating in the race and podium trophies were awarded to the top 4 finishers and their crew.

[You can view the complete results on the Regatta Network here.](#)

## Your Race Committee Team and Jury

The Race Committee team for this race exemplified the “work together and we can make it happen” attitude of LAYC. All eleven members of this race committee were laser-focused on providing the best possible racing experience for all of the racers. LAYC’s Damon Guizot, who also raced in the regatta, was instrumental in helping us truly understand the needs and nuances of the Mercury class fleet and we greatly appreciate his contribution to the success of the regatta. Thank you, Damon.

Special thanks also to David Collins who empaneled a jury to hear protests. Fortunately, there were no protests filed, but that does not, in any way, diminish David’s contribution to the success of this regatta. Thank you, David.

Role	Name
Sponsoring Race Committee Chairman	Ken Corry
Principal Race Officer (PRO)	Sean McGillen
Race Committee Signal Boat	Warrior II
Race Committee Signal Boat Captain	Fred Ripley
Timer/Recorder	Lorraine Webber
Scorer(s)	Lorraine Webber, Sean McGillen
Mark Boat Operator/Mark Setter	Ken Corry
Mark Boat Crew Members	Roger Gough, Kelly Marie, Kaelyn Ibold
Visual Signals	Ron Costabile, Gayle Reu, Fred Ripley, Tom Reu
Sound Signals	Marjorie Irvin
Mark Preparation	Ron Costabile, Tom Reu
Line Spotters	All of the above.