

Standing Operating Procedure (SOP) (revised, June 2008)

Organization, Operation Planning and Conduct of the Cruise

Table of Contents

Fleet Captain's Introduction	2
Organization and Operation	3
Planning and Conduct of the Cruise.....	7
Appendix A – Treasurer Responsibilities.....	12
Appendix B - Cruise Planning Procedures; Cruise Captain and Member Responsibilities	14
Appendix C - Cruising Fleet Website Overview	19
Appendix D - SDYC Cruising Fleet Rafting Guidelines.....	21
Appendix E - Cruising Fleet Med Moor SOP.....	24
Appendix F - Cruising Fleet VHF Radio Procedure	28
Appendix G - Steaming Distance Table.....	34



Fleet Captain's Introduction

May 31, 2008

Cruising Fleet Standing Operating Procedures published in 2003 formalized for the first time operations and procedures in practice by the San Diego Yacht Club Cruising Fleet (CF).

The second edition in 2006 reflected adoption of Internet communications and the SDYC CF Website as primary platforms for CF administration, operation and communication. This 2008 version retains the 2006 CF SOP organization and is composed of:

1. An Organization and Operation document covering Fleet organization, administration and operations in general terms.
2. Six appendices which amplify policies and procedures therein.
3. An additional appendix of a table of steaming distance between many Cruising Fleet destinations to assist with cruise planning.

The major purpose of this third edition of the CF SOP is to document significant changes in CF administration and operations made possible by a new CF website design. CF member increased facility operating online also permits procedures to be simplified, including elimination of the SDYC Front Desk in CF administration.

The website Home Page now includes an entry "*Event Information*" which is the heart of the website redesign. When opened, access is enabled to a matrix of CF activity participation—including schedules, signups, cancellations and event news. This new website feature will significantly reduce complexity which, in the past, may have confronted members desiring to take part in a particular event.

As in earlier editions, this revised SOP is intended to guide members of the Fleet participating in and conducting cruises and social events. An additional purpose is to familiarize new members with CF organization and functions.

Fred Walters
Fleet Captain/Cruise





Organization and Operation

Purpose and Objective

San Diego Yacht Club Bylaws: The purpose of the **San Diego Yacht Club** is to encourage and foster interest in all aspects of yachting. The purpose of the SDYC **Cruising Fleet** is to organize and conduct cruises for participating Members sailing in Southern California waters.

The objective of these Standing Operating Procedures¹ is to supplement the Bylaws of the San Diego Yacht Club with respect to the Cruising Fleet.

Introduction

There are many cruising opportunities in Southern California waters. San Diego Yacht Club has reciprocal agreements with most yacht clubs in the region, perhaps five in San Diego Harbor and some seventeen in various harbors north along the coast to Santa Barbara. In Mexico, Ensenada beckons, with two excellent marinas. Las Islas Coronado's are just across the border in Mexican waters. Finally, Catalina and the rest of the Channel Islands offer many outstanding Cruise destinations including Buffalo Beach, the Club Outstation at White's Landing on Catalina Island.

Each year, the CF Committee schedules a number of cruises of various distances and duration. SDYC Members are encouraged to join and to share the excitement and friendship which invariably accompany its carefully-planned cruises and social events.

Organization

The CF is composed of the General Membership and the CF Committee. All activities of the Fleet are performed on a voluntary basis.

¹ For a definition of *Standing Operating Procedure*, see http://en.wikipedia.org/wiki/Standing_operating_procedure

The **General Membership** includes all San Diego Yacht Club Members who join the Fleet to take part in its many activities.

The **CF Committee** provides a forum for discussion, planning and approval of all Fleet-related matters, including operational policies, schedules, social events and cruise arrangements.

CF Committee Officers: The Committee is customarily composed of the Officers and Cruise Captains for the year. Former Officers and Cruise Captains who remain interested may also serve for the year. Officers rotate annually on 1 January.

The **Fleet Captain/Cruise** is Chairman of the Committee with normal responsibilities attendant to that position. He is appointed by acclamation and, in particular, supervises development of cruising schedules and all other events for the year. He selects other Committee officers including Cruise Captains and establishes and directs the meeting agenda. He also conducts the Monthly Dinner. The Fleet Captain/Cruise introduces the *Annual Cruise and Event Schedule* following negotiation for confirmation at the first Committee meeting in January. The Fleet Captain/Cruise traditionally supervises Annual Cruise planning and execution—normally conducted in September.

The **Deputy Fleet Captain/Cruise** acts as the Fleet Captain/Cruise when required and develops the monthly dinner program schedule. The Deputy often becomes the Fleet Captain/Cruise the next year.

Cruise Captains conceive, plan and direct monthly Cruises with assistance and approval of the Committee. Co-Captains are often appointed to assist in developing and executing Cruise activities.

The **Treasurer** is responsible for management of CF financial matters. The Treasurer provides an Annual Budget and tracks and reports on monthly income and expense transactions. Budget development and transaction accounting procedures are described *in Appendix A – Treasurer*

The **CF Webmaster** is responsible for the performance of the website, including maintenance of schedules, postings and updates. As a collateral responsibility, the Webmaster updates or revises the CF Standing Operating Procedure as required.

The **Secretary** records the minutes of CF Committee meetings.

Operations

The Cruising Fleet conducts two major periodic operations: The **Cruise Program** proper which is the unifying endeavor and a **Social Program** characterized mainly, but not entirely, by monthly dinners.

The **Cruise Program** encompasses the Cruise Schedule and all Fleet visits. Normally the Schedule will include visits to harbors as close as La Playa Cove and as distant as Santa Barbara. Cruises in familiar San Diego Bay require relatively less planning than more distant ports which often demand extensive coordination and detailed advance preparation. Scheduling is accomplished with full recognition of conditions at proposed destinations.

In particular, events and holidays that generate large crowds and packed marinas and anchorages are to be avoided.

Cruise Planning. Guidelines for Cruise Captains and participating Members are derived from many years of cruising experience. These are presented in *Appendix B – Cruise Planning Procedures*. Following these proven steps in planning will provide the best assurance of a successful Cruise.

Social Program. The CF is also a vigorous social organization, exhibited most visibly by the *Monthly Dinners* on the third Tuesday of each month. CF Committee meetings are normally held immediately preceding dinner. The Fleet Captain manages and moderates dinner-related activities assisted by the Deputy Fleet Captain who arranges the evening's program.

Food preparation, table setups and other support depend on advance reservations for these important and usually well-attended events.

Commentary. At the Monthly Dinner, oncoming Cruise Captains present a summary of anticipated events. Captains of the previous month's Cruise describe experiences and also post photographs of participants and their boats on the CF Bulletin Board. Articles covering most recent and oncoming Cruises are submitted to the *Mainsheet* in part to help stimulate additional membership.

Coordination

CF Website. Paperwork is minimized in CF communications. Instead, the Internet is exploited to enhance efficiency of information exchange. Internal business activities emphasize administration by e-mail. Established in 2005, the CF Website is the medium by which Members confirm Cruise and other event participation. The website is also used to disseminate information and updates. *Appendix C – Cruising Fleet Website Overview* explains operation of this vital CF communication system.

Cruise Participation. Effective planning, facilities commitments, entertainment and related matters require an accurate count of the number and type of participating yachts. Cruise Captains prepare descriptive announcements which the Webmaster converts to e-mail Blasts to all CF members and posts on the *Event Information* page to ensure that all Fleet members are fully informed of a Cruise opportunity.

Every effort must be made to expedite signups on which a successful Cruise crucially depends. In this regard, members expecting to take part have a special responsibility to respond promptly using the signup feature of the Event Information page. This provides 24/7 convenience and insures accuracy regarding specific details the participant desires to communicate to the Cruise Captain.

Information Dissemination: Internal and external coordination should begin even before the formal announcement of activities and cruises. As early as possible, destination marina or club management should be informed of the number and characteristics of participating yachts to ensure available berthing. Updates should be made immediately before arrival. Cruise plans are distributed electronically by Cruise Captains via the Internet.

Accounting for Cruise Expenses: Within guidelines provided by the Treasurer, Cruise Captains have complete discretion in arranging payment by participating Members for Cruise-related expenses. Allocation of participant costs can be accomplished through the Club billing department.



Planning and Conduct of the Cruise

Introduction

Primary considerations in Cruise planning are characteristics of the destination. Distance, location, navigation, likely weather, docking and other facilities along with visitor policies, timing and activity at the destination all bear on the selection of a suitable Cruise

Scheduling and Timing Monthly Cruises

The *Annual Cruise and Event Schedule* for the year is released in January, although dates of at least the first cruise in January (traditionally La Playa Cove) are determined earlier. Some flexibility regarding Cruise timing/length is permitted, though most are scheduled around weekends. Usually, sufficient information is available in January and Cruise planning for the year with associated responsibilities assigned should be completed within the month.

Planning. Once destinations are selected, detailed planning can begin following guidelines in *Appendix B - Cruise Planning Procedures, Cruise Captain and Member Responsibilities*. By any measure, the most important planning action the Cruise Captain can take is to establish friendly relations with destination Dockmasters, Club Managers and other responsible individuals. Good communication with club management is the key to a successful visit. Planning can generally be summarized in the following six steps:

1. **Cruise itinerary.** It is first important to determine arrival and return dates and times. Cruise Captains may find it advisable to pursue some of the actions suggested below before developing a specific itinerary:
 - a. Discuss itinerary planning with knowledgeable Members to gauge relationships with other clubs. Learn whom to work with at those clubs to arrange visits; establish those contacts expeditiously. Consider traffic and competition such as arriving at a Catalina or Santa Cruz Island destination on a Friday or Saturday.

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- b. Describe attractions or themes for destinations and test interest among members of Fleet
 - c. Evaluate suitability of likely route distances and steaming/sailing times to develop a reasonable schedule for arrival. Adjustments may be needed for participating yachts cruising at widely varying speeds.
 - d. Investigate likely mooring, slip and anchorage availability for the number of yachts expected. Yacht clubs and other destinations have different policies with respect to visitors and always require advance notification. These policies and other useful information are available on websites of most destinations of interest.
2. **Survey supporting resources.** Determine access to local facilities important to Cruise event scheduling, including:
 - a. Marina security, emergency services, safety procedures
 - b. Related websites—a primary information resource
 - c. Ground transportation availability
 - d. Parking and access for members joining by auto
 - e. Showers and laundry facilities
 - f. Dining—both club and nearby restaurants.
 - g. Chandlery, fuel docks, boat yards and suppliers
 - h. Boating retail, repair, fueling and marina facilities
 - i. Local points of interest and activities—tours, history, arts, culture, nature, social events
 - j. Walking or dinghy excursions
 3. **Evaluate navigation factors.** Assess known weather patterns and risks for the time of year. Also local dangers—traffic, shoals, channels and harbor entrances. Include related websites in the Plan.
 4. **Document arrangements.** Maintain a record of contacts with destination management.
 5. **Maintain periodic contact.** Devote priority to obtaining advance slip/docking assignments and anchorage or mooring permits if required.
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6. **Schedule.** Prepare and arrange events and related schedules with descriptive information, costs and transportation arrangements

The Cruise Plan

The document that governs the cruise is the destination *Cruise Plan*, sometimes referred to as the *Cruise Package*. Following assessments suggested above, the Cruise Captain is prepared to publish the plan for the Cruise via the Internet following procedures in *Appendix B - Cruise Planning Procedures, Cruise Captain and Member Responsibilities*. This document sets the tone and guidelines for the Cruise. It should be released electronically at least 30 days prior to departure to provide opportunity for Member feedback and clarification if required. Versions should be clearly dated. Representative Cruise Plan contents are outlined below:

Title: Example: "September 2007 Annual Cruise Plan"

Itinerary: List of destination marinas, harbors, anchorages and yacht clubs with descriptive information regarding special navigation hazards, harbor entries and facilities. Include harbor charts and marina/club docking and facility diagrams as attachments or, preferably, website references. Supplemental website information regarding sightseeing, dining, shopping and similar in the destination local area is always welcome.

Schedule: List arrival and departure dates; include event descriptions, times and locations.

Participation: List participating Fleet Members as developed from summary signup data posted on the CF Website; include e-mail and cell phone numbers to enable effective internal Cruise communication

Port Processing/Immigration Requirements: In some cases hard copy documents are required. Such paperwork can be circulated and returned via the helpful services of the Front Desk.

Arrival Instructions: Provide all-important docking, slip assignments; anchoring/mooring directions as appropriate. Plan to be on-site to provide direction and assistance at the destination as yachts arrive.

Coordination Requirements:

- a. Designate the Cruise working channel to be monitored in addition to VHF Channel 16. All calls between yachts should be initiated on the designated working channel. In the absence of compelling contrary information, VHF Channel 78 will be the working channel.

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- b. Consider the use of cell phones for single cruiser-to-cruiser contacts where coverage is available (most of SoCal coast).
 - c. Detail anchoring/mooring measures; provide instructions for rafting according to *Appendix D - SDYC Cruising Fleet Rafting Guidelines*.
 - d. Remind Members to show the Club Burgee and fly the Cruising pennant at the starboard spreader/outrigger.

Conduct of the Cruise

Flexibility. A readiness to adjust is required of the Cruise Captain. Fleet yachts travel by individual routes and speeds, rarely together, converging on the destination at varying times. Yachts may join or leave the Fleet throughout a cruise. Some Cruises are joined by automobile or ferry.

Destination arrival management. The most welcome contribution the Cruise Captain can make is to ensure that all participants know or will be shown exactly where to dock/moor/anchor at destination

Tempo. Undemanding event scheduling is usually the norm. On longer cruises, two-day visits are often welcome.

Socializing. A mix of informal gatherings, scheduled events and “free time” is usually an acceptable pattern. A special effort should be made to welcome new CF members to ensure they are involved in activities.

Radio Communications

The Club Cruising Fleet can present an image of competent seamanship through the application of proper voice radio discipline. In addition, safety at sea depends on knowing what to say on the radio, and how and when to say it. *Appendix E - San Diego Yacht Club Cruising Fleet VHF Radio Procedure* is a compilation of information regarding proper voice radio procedure derived from Navy, Coast Guard and FCC sources. Following are related points of special emphasis:

Calling and Distress Channel: Monitoring Channel 16 is compulsory when underway. Cruising Fleet practice is to simultaneously monitor one of the proper ship-to-ship working channels. Modern radios often provide “dual watch” capability for this purpose. Alternately a handheld radio can be set on the working channel while another radio monitors Channel 16. *Unless otherwise instructed, **Channel 78** will be the working channel of choice for the Cruising Fleet.* Another working channel may be assigned from the following:

68, 69, 71, or 72. Channel 70 is not to be used as a voice working channel. Since the vessel you call may be monitoring more than one channel, it will facilitate communications if when calling the station you mention the channel on which you are calling.

Radio Checks: These transmissions are usually unnecessary and are prohibited on Channel 16. If a radio check is required, it should be performed using the Cruise working channel.

Prowords: Wording such as "Over and out", "10/4" and "How do you read me?" are not appropriate for marine radio communications. A list of accepted Procedure Words is included in *Appendix E - Cruising Fleet VHF Radio Procedure*.

Digital Selective Calling (DSC): The U.S. Coast Guard offers MF/HF radiotelephone service to mariners as part of the Global Maritime Distress and Safety System. This service, called Digital Selective Calling (DSC), allows mariners to instantly send an automatically formatted distress alert to the Coast Guard or other rescue authority anywhere in the world. Here are several points to consider relative to DSC operation:

1. Obtain your MMSI code from a suitable source. Boats/US provides a free service that is available over the Internet. (www.boatus.com/mmsi/).
2. Program your DSC radio with the MMSI code. You will not be able to use the DSC feature until you do so.
3. Connect a GPS receiver (NMEA0183 ver. 2.0), if available, to your DSC radio. This will provide automatic position reporting. Typically a GPS receiver can supply the NMEA0183 signal to three devices in parallel.
4. Program your DSC radio with the MMSI codes from other friends so that they can be called quickly.
5. Learn how to use your DSC radio to signal a disaster or to send a message to a friend.



Appendix A – Treasurer Responsibilities

Treasurer: Responsible for management of Cruise financial matters. The Treasurer provides an Annual Budget and also keeps track and reports on monthly income and expense transactions.

Budget process: During the November/December timeframe, the Budget process begins for the following year. The Budget is a summation of historical data and feedback that the Treasurer solicits from the Fleet Captain and Cruise Captains.

By 10 January of the new Budget year, the previous year's Cruising Fleet year-end cash balance is fixed. From this point, the Treasurer allocates funds to the overhead expense items such as Fleet Captain Budget, Deputy Fleet Captain Budget, Office Supplies/Mailing and any approved special expense(s). Based on the feedback from the Cruising Fleet members, the balance of the funds is spread* between the monthly cruises and the Christmas Dinner/Dance. The Treasurer presents the Proposed Annual Budget to the Cruising Fleet Committee during the January meeting for their approval.

* There are a number of ways to spread the available funds:

- Allocate a fixed or percentage of the total funds to the Christmas Party and spread the resulting funds to cruises.
- Spread cruising funds based on historical data such as duration of cruise, number of members times a fixed amount of dollars. The leftover funds would go to the Christmas Party.
- Or, some combination of the above.

Transactions: On a monthly basis, the Treasurer validates the income and expense transactions with SDYC Accounting and prepares a report of the Cruising Fleets month's transactions. Also included is an evaluation of how transactions are doing in relation to the approved Budget.

Membership Dues: No later than August, the Cruising Fleet Committee must agree on and approve the following year's Annual Membership Dues. Any increase/decrease in the Dues is based on financial health of the Cruising Fleet

and/or anticipated future financial requirements as outlined by the Treasurer. If there is an approved increase/decrease in Dues, this information is forwarded to the SDYC Vice-Commodore to be included in the annual notice to all SDYC members of Fleet Dues.

Authorizations: Occasionally, there is a requirement to dispense funds out of the Cruising Fleet financial account. To comply with normal accounting practices, two signatures are required to authorize such a transaction. One signature is the requesting Cruising Fleet member. The second signature must be the Treasurer, Deputy Fleet Captain or the Fleet Captain.



Appendix B - Cruise Planning Procedures; Cruise Captain and Member Responsibilities

Introduction. Production of the Cruise Plan is a demanding task not casually undertaken. All of the factors, considerations, advice and cautions cited in the section *Planning and Conduct of the Cruise* must be evaluated, documented and transmitted electronically as the Cruise Plan. This section is designed to assist those responsible, especially Cruise Captain(s), for the development of a comprehensive Cruise Plan useable by all participants.

Purpose. Provide general guidance for the oncoming Cruise Captain and participating Members derived from CF experience in creating enjoyable, well-executed cruises. The fundamental requirement in all phases of a cruise is effective communication among these cruise-planning elements. The CF Website and the Internet are the primary means of communication during cruise planning and preparation.

Cruise Captain

Announcement. The Cruise Captain first completes cruise planning as provided in the section *Planning and Conduct of the Cruise*. He then develops an Announcement derived from his planning to initiate formation of the cruise. Essential information is detailed including cruise destinations, member cost, dates, activities, etc. for each day as needed by the participating Members to complete cruise signup details via the *Event Information* page. It is important to relate cruise days (1,2,3, etc.) to calendar dates. He also establishes a cut-off date (and boat count if necessary) in the Announcement for new signups or cancellations.

Distribution. The Cruise Captain forwards the Announcement by e-mail to the Webmaster for Blast to all CF members and for posting in the appropriate Cruise News site on the *Event Information* page.

He also forwards the Announcement to The SDYC Mainsheet at Mainsheet@SDYC.org with information properly edited for publication as a magazine article.

Since the Mainsheet article is due the first day of the month for the following month's edition, it is advisable to submit the Announcement to both the webmaster and the Mainsheet before that deadline. *Be mindful that these submissions will be inserted just as written.*

Website Cruise Signup Submissions. From the Website, the primary Cruise Captain will receive an automatically-generated email of all new cruise member signups. These email submissions are "heads up" information to the Cruise Captain. They contain member participation data needed to complete the *Cruise Plan* previously described.

Cruise Summary Package. The three CF Website locations listed below are reports which contain the basic information required by the Cruise Captain to form and maintain cruise participation. They reflect the latest status regarding cruise signups and, together, form the *Cruise Summary Package*. An important feature is that cancellations are continuously updated.

1. Cruise Sign-up Administration, a list of participating boats including email addresses provides data to create a Cruise Email Group, the primary mechanism for all pre-departure communication with cruise participants.

2. SDYC Cruising Fleet (cruise month and name), a summary of all sign-ups including details of participation (boat name, length, days participating etc.)

3. SDYC Cruise Fleet Notes (cruise month and name), a listing of comments entered by participating CF members.

Summary Package Development. The Cruise Captain personally obtains and prints the reports which make up the Package directly by exactly following the steps below:

a. Access the CF Website at:

http://www.sdyc.org/member/cf/admin/captain_cruise_list.php?id=0

The Website page that comes up upon access is "Cruise Sign-up Administration".

b. Select "Cruise Month".

c. Print the resulting cruise page for the month selected. This is report 1 above.

d. Go to "Print Current Results" icon on the upper right hand side.

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- e. Print the resulting pages. This is report 2 above.
 - f. Go back to previous page.
 - g. Go to "Print Current Notes" icon on the upper right hand side.
 - h. Print the resulting page. This is report 3 above.
 - i. Any or all of the above pages may be pasted to an Excel spreadsheet.

Cruise Cutoff. Under some conditions, the Cruise Captain will make the determination that capacity of the cruise is at a limit or that the cruise has reached the cut-off date for no new signups or cancellations. The Cruise Captain will notify the webmaster to insert "Sold Out" for the appropriate cruise in the website cruise pull-down list.

Cruise Plan Distribution. With the latest Cruise Summary Package, the Cruise Captain has at hand all the information to prepare and distribute the Cruise Plan electronically to the Cruise Email Group well in advance (at least 30 days) of cruise departure.

Participating Cruising Fleet Members

Responsibilities. Members are expected to be familiar with and observe provisions of the latest CF SOP available on the CF Website. It is especially important that the Cruise Captain is informed of changes or cancellations. Unless otherwise directed by the Cruise Captain, cancellations are not accepted after 72 hours prior to departure. This limit is related to the financial commitments previously made by the Cruise Captain.

Cruise Changes or Cancellations: The Event Information page provides the means to change or cancel participation.

Representative Cruise Captain's Check List

Discuss with the Cruise Committee the detailed Program in a timely manner. Consult with the Treasurer regarding financial arrangements, i.e. charge to individual boat/couple per cruise. Determine number of boats limit, cut-off date of sign-ups. It is most important to establish a Cancellation Policy which can vary as a function of event financial commitments from a day or two to several weeks or even months.

Develop and forward an Announcement to the webmaster and Mainsheet describing the Cruise with details by the first of the month proceeding the Cruise month.

Check with Host Yacht Club's Dock Master and General Manager regarding availability of desired weekend *as soon as possible*. Acquire and print yacht club location and dock layout of host yacht club and any other information for cruise packet. Make copies of *all* communications. A 3-ring binder works great. Note: *some clubs now require Doc or CF # and proof of insurance of each boat.*

Secure dates with both Dock Master and General Manager and keep a confirmation letter in your file. E-mail and cell phone numbers are the best methods of communication.

1. Develop a matrix (table) of all participant data:

Boat Owner	Days
Boat Name	Number of persons aboard
Length	Meals
Draft	Other information as needed
Width	

You need to have a separate matrix for each visiting yacht club. This information is included in the *Cruise Data Summary Package* on the Cruising Fleet Website and can be pasted to a spreadsheet

2. For extended cruises, longer than 3 days, have a *Program Schedule*.

Number of days	YC Anchorage
Name of Day Captain	Detailed program

These two pieces of information form the backbone of a smoothly executed cruise. It is the best way to keep track of the constant changing number of people attending, when, where, how many and what do they want to attend. These can be included in the cruise packet.

Establish what form of payment each yacht club accepts. Some clubs accept individual form of payment, others agree to have our members sign for their meals and then the club will charge ours in a lump sum. This has to be monitored closely by the Cruise Captain to make sure our number of diners agrees with the Host club's.

Cruise packets need to be available for weekend cruises usually the Wednesday before the cruise or for the long cruise at least 30 days before departure. For long cruises, passing out all folders at a CF dinner works well.

Constant communication with individual cruise participants is absolutely necessary

Slip assignments

In most cases you will get slip assignments ONLY one day before arrival. As you will be underway with the cruise, please establish with the dock master how he will give you that information. Important: *You need to give the slip assignment to each boater the evening before next day arrival.* Have cell phone numbers of all boaters (available in the *Cruise Summary Package*). You need to arrive at that yacht club before all others arrive and locate all assigned slips and insure they are empty. Your fellow cruiser will thank you.

Please send a *Thank You Letter* to the host clubs after every cruise and invite their members to our club. Send copies to our Commodore.

Mainsheet article

Establish who will take photos of cruise and write the article for the *Mainsheet article* due by 1st of the month following the Cruise.



Appendix C - Cruising Fleet Website Overview

Location. The Website for the Cruising Fleet is located as a link on the "Fleets" section of the San Diego Yacht Club Home Page.

Cruising Fleet Home Page: The Home Page is the initial platform to gain access to other Cruising Fleet pages. It also provides a brief description for the function of the Cruising Fleet.

Schedule: Provides a brief description of all future activities planned by the Cruising Fleet with Date/Time and a link for **Dinner Sign-Up** or **Cruise Sign-Up**. It also has a link for any **Cruise News** related to the activity.

Cruise News: Page has articles for active Dinners or Cruises that describe in detail the place, dates, times, cost and planned agenda.

Dinner Sign-Up: This page is an interactive reservation system which will ask the necessary questions required to make a Dinner reservation. Upon submitting the questionnaire, the dinner reservation is emailed to SDYC Catering and a confirmation email is sent back to the Cruising Fleet member.

Cancel or Change: This page is an interactive form for the Cruising Fleet members to cancel or change a Dinner reservation. An email is sent to SDYC Catering for a cancel or change of a dinner reservation.

See Who's Attending: By selecting the appropriate month, a member may determine who else is signed up for a Dinner.

Cruise Sign-Up: This page is an interactive reservation system, which will ask the necessary questions required for a particular Cruise reservation. Upon submitting the questionnaire, the Cruise reservation is emailed to the appropriate Cruise Captain and a confirmation email is sent back to the Cruising Fleet member.

Cancel or Change: This page is an interactive form for the Cruising Fleet members to cancel or change a Cruise reservation. An email is sent to SDYC

Front Desk and to the appropriate Cruise Captain for a cancel or a change of a Cruise reservation.

See Who's Attending: By selecting the appropriate month, a member may determine who else is signed up for a Cruise.

Contact Us: This page is an interactive form that provides a potentially new Cruising Fleet member to ask a question or to join the Fleet. This part of the form is emailed to the Fleet Captain.

Photos: This page is a SDYC Photo Gallery. The Cruising Fleet archives photos from past Cruises or Dinners.

Cruise Summary Package: A group of reports which contain the basic information required by the Cruise Captain to form and maintain cruise participation. See, *Cruise Summary Package* described in *Appendix B - Cruise Planning Procedures; Cruise Captain and Member Responsibilities* for more information.

Webmaster Responsibilities:

- Watch over CF website to detect problems
- Recommend improvements in CF internet operations
- Post appropriate Cruise News items
- Maintain website CF "Schedule" as determined by CF Captain
- Maintain and forward current listings of CF Officers and Cruise Captains to SDYC webmaster
- Maintain and keep current CF website sections of the CF SOP
- Periodically review and update CF SOP; maintain on the CF website
- Point of contact for SDYC IT Steering Committee
- E-mail "Cruise Summary Package" reminder to oncoming Cruise Captain at Mainsheet deadline (first of the month)



Appendix D - SDYC Cruising Fleet Rafting Guidelines

Background

There are five principal locations where the Cruising Fleet can raft:

La Playa	Mission Bay
Glorietta Bay	Oceanside/Del Mar Marina
Coronado Cays	

All offer sufficient space, have about 15-20 feet of water, and are subject to the same weather and bottom holding conditions. At this writing, the Cruising fleet is experiencing participation of 18-25 boats per event. The mix is about 60% power, and the size varies from 30 to 55 feet. Recent experience establishes that this number and diversity of size calls for a prescribed rafting protocol.

Requirements for Participation in a Raft.

1. You must be a dues-paying member of the Cruising Fleet.
2. You must be registered for the event in the timeframe required by the event Captain. Your participation and raft assignment must be confirmed by the Captain prior to the event as permits are often required.
3. Your boat is to be equipped with ready bow and stern anchors, a dinghy, (or pre-arranged shared dinghy) and with the proper bumpers and lines also at the ready as you approach the raft.
4. You are to fly the Cruising Club pennant during the event.
5. You are responsible for your prescribed share of entertainment enhancements and fees, if any.
6. Raft hours will be published. If your plans call for an early departure from the raft, you must have an end tie or anchor on your own. If you wish to stay, you may re-anchor on raft breakup. If you arrive late, and rafts are in formation, you might have to anchor on your own. The Raft Boss will decide.

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7. You are happy to run your generator after 8am, and not after 9pm.
 8. You are to be possessed of extraordinary good humor and to be prone to conviviality.

Rafting Procedure

Each skipper has the total individual responsibility for the safety of his boat and crew.

1. **Organization.** With rare exceptions, rafts are limited to 10-12 boats per raft. There will be an Alpha Raft of the bigger boats, and a Beta Raft of the smaller boats. The event Captain will assign you to one or the other in the Cruise Packet or other communication before the event. You will also be assigned a target join-up time for raft placement. The event Captain will assign a "Keystone" boat to be the center and first boat set for each raft. That boat captain will be the Raft Boss and will direct raft assembly and breakup. The Raft Boss may not be available to wrestle with (your) anchors. Well in advance and before attempting to tie up, **boats approaching the raft will contact the Raft Boss on channel 78 (low power—one watt)** for instructions.
2. **When there are two rafts.** Where space permits, the Alpha raft, and the Beta raft should be set up in two rows, one in front of the other. The "Keystone" boats should be lined up, facing the prevailing or expected primary wind direction. The rafts should be at least 150 feet apart. If the rafts need to be side to side, or close to it, the gap between the completed rafts should be the same 150 foot buffer. Remember the Alpha raft will have a bigger foot print.
3. **Anchor assignments.** From the "Keystone" boat at the Raft Boss's direction, every second or third boat will place a bow anchor, and selected boats without bow anchors out will be asked to set a stern anchor. (This is so that, upon raft breakup, the stern anchored boats can drift back, retrieve and de-muck from a firm platform). For example, a 10 boat raft would have 4-5 bow anchors, and two or three stern anchors set. The Raft Boss will decide specific anchor assignments given the weight, size and weather variables. These can be set while approaching the raft, or set by (your) hand after tie up. Stern anchors will normally be set following tie up.
4. **Anchor placements and lining up.** Bow and stern anchors should have 5 to 1 scope, more if wind is forecast. Therefore if we were in 20 feet of water, you would pay out about 120'-125' of line (Add the depth, height to the roller and distance to the windlass from the water). The anchors

should be fanned out so as to not overlay and to achieve the best holding advantage. In the case of a group of power boats, try to line up swim steps for walking about. Stern anchor lines should be of sufficient length, taken up to assure holding and marked with a bumper or other float to keep from being run over.

5. **General rule.** Each boat captain directed to deploy an anchor is individually responsible for setting his bow and/or stern anchor as assigned. Depending on the judgment of the Raft Boss, a boat may tie up temporarily while a dinghy deploys the required anchor.

Cruise Captain and Raft Boss Guidelines

Publish the raft set and breakup times. If the Alpha “Keystone” boat is to be set at, say, 4pm, instruct the next two biggest boats to tie up 10 or 15 minute later, and so on. For San Diego Bay in the Cruise Packet, assign both raft and tie up target times. That way each raft can roughly get the biggest boats in the center of the raft and have the smaller boats join in a flexible plan that graduates size and physical compatibility. The raft join-up objective should be to complete the raft within one hour. If a boat can’t meet the objective timeframe, the captain must anchor elsewhere clear of the raft. Use channel 78 for communications (one watt).

In case of more distant rafts—Del Mar Basin, for example—the raft will usually be built as boats arrive with assignments/anchor placements as the Raft Boss determines on-scene.



Appendix E - Cruising Fleet Med Moor SOP

Background

The Cruising Fleet often uses the Med Moor at the “long dock” when visiting the Long Beach Yacht Club. This procedure is intended for that location. Med mooring at other locations may require some adjustments to the procedure.

Shore Party:

- Clearly identify shore party lead and who will communicate with boat captains
- Have a handheld VHF available on low power and monitor the assigned cruise channel—keeping watch on more powerful console VHF is helpful to contact arriving vessels farther out and to sequence arrival timing if busy
- Prepare to direct and assist arriving vessels, one at a time
- Identify position and dock cleats for next arrival
- Assign at least one person for each line
 - Port and starboard stern quarter lines—the windward stern quarter line can use two line handlers if the wind is up
 - Port and starboard spring lines—again, the windward spring line can use two line handlers if the wind is up
- Assign one or two people with large fenders to use as bumpers
- Place crew with fenders on adjacent moored boats

Arriving Boat:

- Monitor assigned cruise channel on VHF
- If possible, single-handed yachts will raft with previously moored craft but it may be necessary for all to Med moor
- 10 minutes out, contact day captain or shore party on assigned channel and copy initial instructions
- When harbor in sight, switch VHF to low power
- Prepare boat before approaching dock
 - Dinghy deployed if necessary—ensure lines will not foul prop or keel and that dinghy will not interfere with assigned mooring—drop off if needed
 - Place long port and starboard quarter lines on stern cleats and lead clear of obstacles—pulpits, barbecues, outboard engines...
 - Have very long spring lines available for both sides
 - Place fender(s) over stern at waterline
 - Place fenders over sides facing any already moored boats
 - Have free fender available for immediate placement if necessary
 - Have boathook at hand
 - Prepare anchor to be deployed
- Wait for instructions from dock before approaching, watch for traffic in channel
- Make a slow pass in front of dock to clearly identify assigned spot. Note any hazards including other yacht rodes. Note wind and tidal flows.
- Position vessel directly off assigned spot with stern perpendicular to assigned space on dock
- Calculate required scope ***in boat lengths***
- Back slowly toward dock

-
- When **scope boat lengths** out from your stern and directly off assigned spot, start to drop anchor—be aware of adjacent yacht anchors and rodes, do not cross rodes
 - While slowly backing, continue letting more chain/rode so there is always considerable slack in chain/rode. Do not fight tight anchor chain while trying to backup
 - Throw stern quarter lines to shore crew—if throw short, immediately place transmission in neutral until line recovered
 - Back slowly until shore party gains control (windward stern quarter line first) and boat is temporarily with stern fenders against the dock
 - Tie off stern quarter lines
 - After stern lines are secured, take in anchor rode until anchor set (usually sets quickly at Long Beach Yacht Club) and rode is tight (should pull boat slightly away from dock)
 - Replace long quarter lines with appropriate length if desired—cross if desired
 - Place spring lines to midships cleats if needed
 - Place fenders on sides facing adjacent arriving or departing craft
 - Make safe step to/from shore
 - Adjust tension with tides and wind
 - Place floats on rode in water to warn sculls, kayaks, dinghies and other vessel traffic

Departing a Med Moor

- Discuss departure with neighbors to allow any necessary reconfiguration of lines
- Remove float from rode
- Prepare dinghy if needed
- Have fenders ready to protect adjacent boats
- Prepare anchor detail

-
- Replace stern quarter lines with loops from boat to dock cleats and back aboard
 - Warm engine, center rudder
 - Remove spring lines
 - If short handed and conditions allow, helmsman can slip stern quarter lines, leeward first, ensuring lines are brought aboard
 - Ease and recover stern quarter lines while powering slowly away from dock and taking in anchor rode
 - Once clear of adjacent boats and rodes, recover dinghy, weigh anchor and depart



Appendix F - Cruising Fleet VHF Radio Procedure

The Basics

Cited from *Federal Rules for Marine Radios 47 CFR Part 80.116*

Maintain a watch while the radio is turned on. Monitoring the Calling and Distress Channel 16 (2182 kHz SSB) is compulsory.

Choose the correct channel when communicating either ship-to-ship or ship-to-shore.

Limit the preliminary call to 30 seconds. If no answer, wait 2 minutes before repeating the call.

Limit ship-to-ship conversations to three minutes and the content to ship's business.

Use accepted prowords (listed below, along with the phonetic alphabet)

Avoid radio checks, as most are unnecessary. Do not call the US Coast Guard. If a check is required, use a working channel to call a vessel that is known to be listening. Radio checks are prohibited on Channel 16.

Distress and Safety Calls

As part of the marine safety and communication system, emergency help is available on Channel 16. Emergency situations can be categorized as distress, urgency and safety. Always speak slowly and deliberately. The signals for these calls and their descriptions follow:

Distress: "MAYDAY, MAYDAY, MAYDAY." This is the International Distress Signal and is an imperative call for assistance. It is used only when a life or vessel is in immediate danger.

Urgency: "PAN-PAN, PAN-PAN, PAN-PAN" (pronounced PAHN-PAHN). This is the International Urgency Signal and is used when a vessel or person is in some jeopardy of a degree less than would be indicated by Mayday.

Safety: "SECURITE', SECURITE', SECURITE'" (pronounced SAY-CURE-IT-TAY). This is the International Safety Signal and is a message about some aspect of navigational safety or is a weather warning.

Most boaters never have the need to make a distress call but all should be familiar with the proper procedure. *When needed, there will not be time to learn it.* Distress calls are initiated on Channel 16 to be heard by the Coast Guard and other ship and shore stations within range. If a distress call is received, cease all transmission. All vessels having knowledge of distress traffic, and which cannot themselves assist, are forbidden to transmit on the frequency of the distress traffic. They should, however, listen and follow the situation until it is evident that assistance is being provided.

MAYDAY! MAYDAY! MAYDAY! – Sending a Distress Call

(Excerpts from U.S. Coast Guard Publication, *Maritime Telecommunications*)

You may only have seconds to send a distress call. Here's what you should do...

Mayday Call Procedure

Transmit, in this order:

1. If you have an MF/HF radiotelephone tuned to 2182 kHz, send the radiotelephone alarm signal if one is available. If you have a VHF marine radio, tune it to Channel 16. Unless you know you are outside VHF range of shore and ships, call on Channel 16 first.
2. Distress signal "MAYDAY", spoken three times.
3. The words "THIS IS", spoken once.
4. Name of vessel in distress (spoken three times) and call sign or boat registration number, spoken once.
5. Repeat "MAYDAY" and name of vessel, spoken once.
6. Give position of vessel by latitude or longitude or by bearing (state true or magnetic) and distance to a well-know landmark such as a navigational aid or small island, or in any terms which will assist a

responding station in locating the vessel in distress. Include any information on vessel movement such as course, speed and destination.

7. Nature of distress (sinking, fire etc.).
8. Kind of assistance desired.
9. Number of persons onboard.
10. Any other information which might facilitate rescue, such as length or tonnage of vessel, number of persons needing medical attention, color hull, cabin, masks, etc.
11. The word "OVER"

Stay by the radio if possible. Even after the message has been received, the Coast Guard can find you more quickly if you can transmit a signal on which a rescue boat or aircraft can home.

Mayday Call Example

"MAYDAY-MAYDAY-MAYDAY"

"THIS IS BLUE DUCK—BLUE DUCK—BLUE DUCK WA1234"

"MAYDAY BLUE DUCK"

"CAPE HENRY LIGHT BEARS 185 DEGREES MAGNETIC, DISTANCE 2 MILES"

"STRUCK SUBMERGED OBJECT"

"NEED PUMPS, MEDICAL ASSISTANCE AND TOW"

"THREE ADULTS, TWO CHILDREN ONBOARD"

"ONE PERSON COMPOUND FRACTURE OF ARM"

"ESTIMATE CAN REMAIN AFLOAT TWO HOURS"

"BLUE DUCK IS THIRTY TWO FOOT CABIN CRUISER-WHITE HULL-BLUE DECK HOUSE"

"OVER"

Repeat at intervals until an answer is received.

If You Hear a Distress Call...

If you hear a distress message from a vessel and it is not answered, then **you** must answer. If you are reasonably sure that the distressed vessel is not in your vicinity, you should wait a short time for others to acknowledge.

Radio Abuse

VHF marine radio is a vital communications link for the boating community and abuse of the radio seriously affects the safety of all boaters. There are FCC monitoring stations that, along with the Coast Guard, are alert for understandable language and correct operation of marine stations. Sophisticated equipment provides for tracking violators through "voice prints" of transmissions made on the radio over the entire VHF radio spectrum.

Marine Radio is not Citizens Band (CB): Phrases such as "Hey good buddy," "Come on back," "I copy," and "That's a big 10-4," are not only frowned upon by the authorities, but are illegal.

"Over and Out": The most commonly misused procedure words are "Over and out." "Over" means that you expect a reply. "Out" means you are finished and do not expect a reply. It is contradictory to say "Over and Out."

U.S. Coast Guard List of Transmissions which are Non-protocol, Illegal or Can be Easily Misunderstood*
<p>Do Not</p> <ul style="list-style-type: none">• Use profane or obscene language• Use unauthorized prowords, abbreviations and procedures• Speak using extremes of voice pitch• Slur syllables or clip your speech• Use phrases such as "would you believe", "be informed", or "be advised" which are unprofessional and incorrect voice radio procedure• Key the microphone until you are ready to transmit• Use "10 Codes" such as those used by many law enforcement agencies

* U.S. Coast Guard *Small Boat Seamanship Manual*

Procedure for Calling a Ship by Radio*

You may use Channel 16 to call a ship or shore station, but if you do so, **you must be brief!** For example:

Blue Duck: "MARY JANE, THIS IS BLUE DUCK" (the name of the vessel being called may be said 2 or 3 times if conditions warrant)

Mary Jane: "BLUE DUCK, THIS IS MARY JANE. REPLY 68" (or some other working channel)

*USCG *Maritime Telecommunications*

Phonetic Alphabet

The phonetic alphabet should be used for radio transmissions in plain language or in code. If you need to spell out a word you should say, "I SPELL" after pronouncing the word and then spell it using the phonetic alphabet.

A lpha	H otel	O scar	V ictor
B ravo	I ndia	P apa	W hiskey
C harlie	J uliet	Q uebec	X -Ray
D elta	K ilo	R omeo	Y ankee
E cho	L ima	S ierra	Z ulu
F oxtrot	M ike	T ango	
G olf	N ovember	U niform	

Numerals should be pronounced:

1 wun	6 six
2 too	7 seven
3 tree	8 ait
4 fow er	9 nin er
5 fife	0 zero

Accepted Procedure Words

OPERATING SIGNALS, PROSIGNS AND PROWORDS*	
PROWORD	MEANING
UNKNOWN STATION	Unknown station
ALL AFTER	All after
ALL BEFORE	All before
OUT	End of transmission, no receipt required
WAIT	I must pause for a few seconds
WAIT OUT	I must pause longer than a few seconds, will call you back
MORE TO FOLLOW	More to follow
BREAK	Break (start or end of message text)
CORRECT	Correct
AFFIRMATIVE	You are correct. What you have transmitted is correct. Yes
NEGATIVE	Not received. No
THIS IS...	From
CORRECTION	Error
DISREGARD THIS TRANSMISSION, OUT	This message is in error, disregard it
READ BACK	Repeat this entire transmission back to me
I READ BACK	The following is my response to your instructions to read back
SAY AGAIN	Repeat transmission, or identified portion of transmission
I SAY AGAIN	I am repeating transmission or portion indicated
I SPELL	I shall spell the next word group phonetically
OVER	Go ahead; or this is the end of my transmission to you; a response is necessary
FIGURES	Numerals or Numbers group follows
ROGER	I have received your last transmission satisfactorily
RELAY	Transmit this message to all addressees
TO	Action addressee(s)
WILCO	I have received your message, understand it, and will comply. (This proword will be used only when replying to a request for acknowledgment)
WORD AFTER	Word after
WORD BEFORE	Word before

* ANNEX C, NTP 8© US Navy Telecommunications Procedures

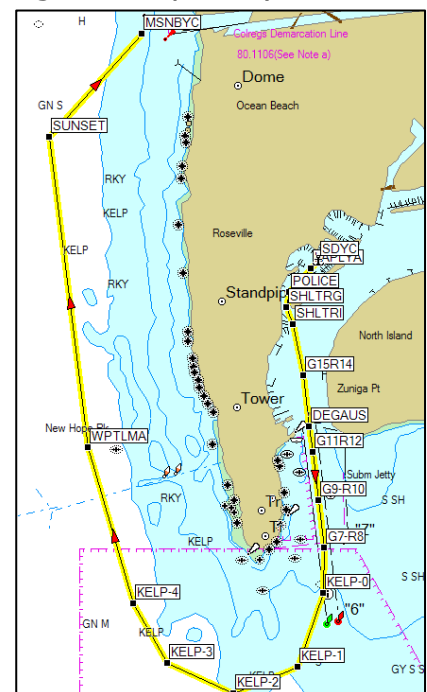


Appendix G - Steaming Distance Table

In support of Cruising Fleet cruise planning, the following table shows the route distance between selected Southern California yachting destinations. The routes measured follow conservative motor yacht routing developed by the author using electronic charts and are expected to be navigable. For example, see the route from San Diego Yacht Club to Mission bay.

Notes:

- While many of the routes have been traversed by the author, others are taken from electronic charts and have not been validated first hand.
- The route start and end points are usually just outside the respective harbor entrances or anchorages so there will be some additional distance to the final destination.
- All routes from or to San Diego Yacht Club start or end just off E dock in Shelter Island Yacht Basin.
- These routes do not avoid traffic lanes, traffic separation zones or pilot boarding areas. Nor do they cross lanes and zones at a right angle.
- Routes do avoid oil platforms and other charted dangers.
- Routes do avoid the Military Exercise Area off Camp Pendleton.
- Some routes cross the Pacific Missile Range off Point Mugu which may be closed.



Nautical Miles	Alamitos inside bw ¹	Alamitos outside bw ²	Anaheim Huntington	Avalon	Bechers Bay	Buffalo Beach	Catalina Harbor	Channel Islands Hbr	Cherry Cove	Coronado Cays	Coronado Del Sur	Cuyler Harbor	Dana Point	Emerald Bay	Ensenada	Forney Cove	Glorietta Bay
Alamitos inside bw ¹	0.0			28.6	99.5	26.6	38.4	64.8	27.1			117.0		27.0			
Alamitos outside bw ²		0.0	1.3	24.8	98.4	23.4	37.1	63.7	25.3			116.0	28.7	25.5			
Anaheim Huntington		1.3	0.0	24.1	98.5	22.8	37.0	63.8	24.9			116.0	26.8	25.1			
Avalon	28.6	24.8	24.1	0.0	95.7	3.5	20.0	66.7	11.7			114.0	32.0	13.2			
Bechers Bay	99.5	98.4	98.5	95.7	0.0	92.3	85.4	41.9	84.4			21.5	122.0	82.6		6.8	
Buffalo Beach	26.6	23.4	22.8	3.5	92.3	0.0	23.0	63.3	8.3			110.0	33.9	9.8			
Catalina Harbor	38.4	37.1	37.0	20.0	85.4	23.0	0.0	58.8	15.2			103.0	48.2	13.3			
Channel Islands Hbr	64.8	63.7	63.8	66.7	41.9	63.3	58.8	0.0	56.0			55.9	88.4	54.2			
Cherry Cove	27.1	25.3	24.9	11.7	84.4	8.3	15.2	56.0	0.0			103.0	40.7	1.9			
Coronado Cays										0.0							5.1
Coronado Del Sur											0.0				47.2		
Cuyler Harbor	117.0	116.0	116.0	114.0	21.5	110.0	103.0	55.9	103.0			0.0	140.0	101.0			
Dana Point		28.7	26.8	32.0	122.0	33.9	48.2	88.4	40.7			140.0	0.0	41.9			
Emerald Bay	27.0	25.5	25.1	13.2	82.6	9.8	13.3	54.2	1.9			101.0	41.9	0.0			
Ensenada											47.2				0.0		
Forney Cove					6.8											0.0	
Glorietta Bay										5.1							0.0
King Harbor	23.7	22.6	22.7	30.4	82.7	27.3	32.1	45.9	23.8			100.0	47.4	22.9			
Little Harbor	39.3	37.9	37.8	17.4	86.2	20.9	2.9	59.7	16.0			104.0	45.6	14.2			
Marina Del Ray	30.8	29.8	29.8	37.5	79.6	34.5	38.1	41.3	30.7			100.0	54.5	29.6			
Mission Bay		73.3	71.5	63.8	158.0	67.2	76.7	130.0	75.2	21.1		176.0	47.0	76.6			18.5
Newport		16.5	14.6	26.1	111.0	26.9	43.5	76.6	32.4			129.0	12.8	33.2	125.0		
Oceanside		49.0	47.1	46.4	140.0	49.2	61.1	108.0	56.8			159.0	21.7	58.3			
Pelican Bay	84.6	83.3	83.3	83.1	19.5	79.7	73.8	24.3	72.0			33.6	108.0	70.1		16.7	
Prisoners Harbor	84.1	82.9	82.9	82.7	20.8	79.3	73.3	23.9	71.5			34.9	108.0	69.7			
Pyramid Cove		60.5	59.5	37.5		41.0	43.4						53.7				
SDYC		84.8	83.0	73.9	168.0	77.4	86.4	140.0	85.4	9.8	18.8	185.0	59.1	86.9	64.1		7.2
San Pedro	7.5	6.5	6.5	21.1	92.0	19.1	30.9	57.3	19.6			110.0	31.5	19.6			
Sandy Pt Anchorage												7.4					
Santa Barbara	91.2	90.2	90.2	92.8	29.6	89.4	84.5	26.6	82.0			39.3	115.0	80.2	219.0		
Santa Barbara Isl	48.6	47.6	47.5	38.5	60.4	35.1	26.7	41.6	27.2			77.3	66.9	25.4			
Scorpion Anchorage	76.9	75.8	75.9	75.4	26.4	72.0	66.1	17.0	64.3			40.5	100.0	62.5			
Smugglers Cove	74.9	73.9	73.9	73.3	28.3	69.9	63.8	17.1	62.1			44.8	98.5	60.3		26.9	
Ventura	70.6	69.5	69.6	72.5	40.6	69.1	64.7	5.8	61.8			54.4	94.3	60.0			

¹ Routes going north from Alamitos Bay running outside the Long Beach/San Pedro breakwater.

² Routes going north from Alamitos Bay running inside the Long Beach/San Pedro breakwater, leaving the harbor by Angles Gate for a smoother ride but adding 1 nm to the route.

Nautical Miles	King Harbor	Little Harbor	Marina Del Ray	Mission Bay	Newport	Oceanside	Pelican Bay	Prisoners Harbor	Pyramid Cove	SDYC	San Pedro	Sandy Pt Anchorage	Santa Barbara	Santa Barbara Isl	Scorpion Anchorage	Smugglers Cove	Ventura
Alamitos inside bw ¹	23.7	39.3	30.8				84.6	84.1			7.5		91.2	48.6	76.9	74.9	70.6
Alamitos outside bw ²	22.6	37.9	29.8	73.3	16.5	49.0	83.3	82.9	60.5	84.8	6.5		90.2	47.6	75.8	73.9	69.5
Anaheim Huntington	22.7	37.8	29.8	71.5	14.6	47.1	83.3	82.9	59.5	83.0	6.5		90.2	47.5	75.9	73.9	69.6
Avalon	30.4	17.4	37.5	63.8	26.1	46.4	83.1	82.7	37.5	73.9	21.1		92.8	38.5	75.4	73.3	72.5
Bechers Bay	82.7	86.2	79.6	158.0	111.0	140.0	19.5	20.8		168.0	92.0		29.6	60.4	26.4	28.3	40.6
Buffalo Beach	27.3	20.9	34.5	67.2	26.9	49.2	79.7	79.3	41.0	77.4	19.1		89.4	35.1	72.0	69.9	69.1
Catalina Harbor	32.1	2.9	38.1	76.7	43.5	61.1	73.8	73.3	43.4	86.4	30.9		84.5	26.7	66.1	63.8	64.7
Channel Islands Hbr	45.9	59.7	41.3	130.0	76.6	108.0	24.3	23.9		140.0	57.3		26.6	41.6	17.0	17.1	5.8
Cherry Cove	23.8	16.0	30.7	75.2	32.4	56.8	72.0	71.5		85.4	19.6		82.0	27.2	64.3	62.1	61.8
Coronado Cays				21.1						9.8							
Coronado Del Sur										18.8							
Cuyler Harbor	100.0	104.0	100.0	176.0	129.0	159.0	33.6	34.9		185.0	110.0	7.4	39.3	77.3	40.5	44.8	54.4
Dana Point	47.4	45.6	54.5	47.0	12.8	21.7	108.0	108.0	53.7	59.1	31.5		115.0	66.9	100.0	98.5	94.3
Emerald Bay	22.9	14.2	29.6	76.6	33.2	58.3	70.1	69.7		86.9	19.6		80.2	25.4	62.5	60.3	60.0
Ensenada					125.0					64.1			219.0				
Forney Cove							16.7									26.9	
Glorietta Bay				18.5						7.2							
King Harbor	0.0	32.9	8.4	89.3	35.5	66.9	66.5	66.1		100.0	16.2		72.4	37.6	58.9	57.4	51.8
Little Harbor	32.9	0.0	39.0	74.1	40.9	58.5	74.6	74.2	40.8	83.8	31.8		85.4	27.3	66.9	64.7	65.5
Marina Del Ray	8.4	39.0	0.0	96.5	42.7	74.1	62.5	62.0		108.0	23.3		67.8	40.3	55.7	53.8	47.2
Mission Bay	89.3	74.1	96.5	0.0	58.5	27.7	147.0	146.0	56.9	13.2	74.8		156.0	98.5	139.0	137.0	135.0
Newport	35.5	40.9	42.7	58.5	0.0	33.4	96.4	96.0	55.7	70.4	19.5		103.0	57.7	88.7	86.8	82.4
Oceanside	66.9	58.5	74.1	27.7	33.4	0.0	127.0	126.0	55.1	40.2	51.4		134.0	83.4	119.0	117.0	114.0
Pelican Bay	66.5	74.6	62.5	147.0	96.4	127.0	0.0	1.8		157.0	77.1		22.1	51.6	8.2	12.5	24.3
Prisoners Harbor	66.1	74.2	62.0	146.0	96.0	126.0	1.8	0.0		156.0	76.6		22.8	51.1	7.7	12.0	24.0
Pyramid Cove		40.8		56.9	55.7	55.1			0.0	64.0	57.8			59.3			
SDYC	100.0	83.8	108.0	13.2	70.4	40.2	157.0	156.0	64.0	0.0	86.1	178.0	166.0	108.0	149.0	147.0	146.0
San Pedro	16.2	31.8	23.3	74.8	19.5	51.4	77.1	76.6	57.8	86.1	0.0		83.7	41.1	69.4	67.5	63.1
Sandy Pt Anchorage										178.0		0.0				42.8	
Santa Barbara	72.4	85.4	67.8	156.0	103.0	134.0	22.1	22.8		166.0	83.7		0.0	64.5	22.0	25.6	21.9
Santa Barbara Isl	37.6	27.3	40.3	98.5	57.7	83.4	51.6	51.1	59.3	108.0	41.1		64.5	0.0	43.9	41.2	47.3
Scorpion Anchorage	58.9	66.9	55.7	139.0	88.7	119.0	8.2	7.7		149.0	69.4		22.0	43.9	0.0	4.8	17.7
Smugglers Cove	57.4	64.7	53.8	137.0	86.8	117.0	12.5	12.0		147.0	67.5	42.8	25.6	41.2	4.8	0.0	18.7
Ventura	51.8	65.5	47.2	135.0	82.4	114.0	24.3	24.0		146.0	63.1		21.9	47.3	17.7	18.7	0.0

¹ Routes going north from Alamitos Bay running outside the Long Beach/San Pedro breakwater.

² Routes going north from Alamitos Bay running inside the Long Beach/San Pedro breakwater, leaving the harbor by Angles Gate for a smoother ride but adding 1 nm to the route.