

## 2001 Santa Barbara to King Harbor Race

### Sailing Instructions

#### 1. RULES

- 1.1 This race will be governed by the *Racing Rules of Sailing 2001-2004* (RRS), the prescriptions of the USSA, the rules of the competing classes, (except as these are altered by the sailing instructions), and these sailing instructions.
- 1.2 Membership with valid rating certificate is required for the appropriate class association. Submission of a valid certificate shall constitute proof of membership for PHRF/ULDB entrants. Inclusion on the ORCA rating list shall constitute proof of ORCA membership.
- 1.3 The Marine Industry Racer (MIR) Rule(s) of PHRF will not apply.
- 1.4 The 1972 International Regulations for the Prevention of Collisions at Sea shall apply (72 Colregs)

#### 2. SAFETY REQUIREMENTS

- 2.1 Compliance with the current United States Coast Guard Regulations and the offshore safety regulations of the fleet in which they are competing.
- 2.2 An operating VHF radio with at least channels 6, 16, 68, 71, and 78 is required
- 2.3 The minimum crew regulations are as stated in the PHRF and ORCA bylaws for the appropriate class. The crew minimum regulations as stated in the Notice of Race shall not be used.
- 2.4 All boats are required to fly a radar reflector at spreader height or higher for the duration of the race. Remember that you are the "give-way" vessel when crossing shipping lanes.

#### 3. NOTICES TO COMPETITORS

Notices to Competitors will be posted on the official notice board located on the lower deck of the Santa Barbara Yacht Club.

#### 4. CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted before 0900 hours, August 3<sup>rd</sup>.

#### 5. RACE BURGEE

THE RACE BURGEE shall be displayed from the starboard main shroud or halyard at spreader height for the duration of the race (modifies RRS 55).

## **6. CHECK-IN**

Prior to the first warning signal, all racing boats must identify themselves to the check-in vessel on station at the entrance to Santa Barbara Harbor by a display of the sail number on their packet envelope. Each boat is responsible for insuring that the check-in vessel verbally acknowledges her proper sail number.

## **7. STARTING ORDER**

The starting schedule for the race is supplied on a separate "Starting Schedule Sheet" in the race packet.

## **8. THE START**

Rule 26 (Starting Races) has been changed. The starting system shall be as described on the "Starting Schedule Sheet" in the race packet.

## **9. STARTING LINES**

**9.1** The Starting Lines will be approximately a half of a mile southerly of Bell Buoy #1 between the designated large orange racing buoys. Two classes will start simultaneously. The designated line and starting time for each class appears in the Class Divisions and Starts list.

**9.2** There will be two separate lines, defined by orange racing marks at each end. In each case the mark nearest the Race Committee Vessel will be separated from that vessel by approximately 50 feet. The area between the inboard marks, including the Race Committee Vessel, shall rank as an OBSTRUCTION. Vessels entering this area are subject to disqualification by the Race Committee.

## **10. CLEARANCE FOR STARTING LINE**

Boats shall keep at least 100 yards clear of the starting area until after the starting signal of the class preceding her own. The Race Committee may score yachts DNS, without a hearing, for failing to stay clear.

## **11. BOATS OVER EARLY**

**11.1** The Race Committee will attempt to notify boats starting prematurely by loud hailer and/or VHF radio, Channel 78. But it is the responsibility of the boat involved to start correctly. If a VHF announcement of premature starters is made, it will be made only once and not repeated. (Racers are cautioned NOT to contact the Race Committee

on VHF during the starting sequence, between 1130 and 1300 on August 4, 2000  
The Race Committee will not respond.)

- 11.2** A boat starting prematurely between her preparatory signal and her starting signal, which fails to return and restart will be penalized by the additions of 30 minutes to her elapsed time. This modifies RRS 29.1. A boat starting prior to her class preparatory signal that does not return to restart correctly will be scored a DNS (Did Not Start).

## **12. GENERAL RECALL**

Classes recalled in a General Recall will start at the next starting interval after the last scheduled (or previously recalled) class on the originally assigned line. This modifies RRS 29.3.

## **13. RACE INFORMATION**

Each participant shall monitor Channel 78 prior to and immediately after her start. The broadcasts on Channel 78 will contain information on class starts, time countdown, "over-early" boats, and announcements dictated by special circumstances regarding the race. Channel 78 must not be used by race participants between 1130 and 1300 hours during starting procedures.

It is anticipated that Channel 78 will be the Race working channel between Santa Barbara and King Harbor. Emergencies would, of course, require use of Channel 16.

## **14. ASSISTING BOATS IN DISTRESS**

The Race Committee will consider an appropriate time allowance for time lost while aiding a vessel in distress.

## **15. COURSE**

Start

Anacapa Island to port (The approximate course to the first mark is 150 degrees)

Redondo King Harbor Bell buoy (FL G 2.5 sec) to port

Finish (Inside breakwater, see chartlet)

**Boats sailing in Cruising Class will receive a separate addendum regarding their course and regulations.**

## **16. RACE DISTANCE**

The rated Handicap Distance is 81 Nautical Miles

ST. JOHN ISLAND BARBARA YACHT CLUB 966 4629 P.08

## **17. FINISH LINE**

The finish line is between an orange flag on the Race Committee vessel anchored just inside the King Harbor breakwater and the flashing red harbor entrance light (FL R 4 sec) on the south jetty.

## **18. FINISHING**

Each boat shall hail the Race Committee and display her packet number as she crosses the finish line. The responsibility rests with each boat to insure that the Race Committee has made positive identification. Failure to establish identity may result in DNF. After finishing, boats shall stay clear of the finishing area. Boats requiring mooring shall drop sails and prepare a bow anchor as they proceed down the channel to KHYC where they will be assisted by KHYC docking volunteers. Absolutely no docking under sail allowed.

**CAUTION:** There is significant shoaling to the West of the KHYC Guest Dock and in the vicinity of the hoist.

Boats will be met and directed to their moorings by KHYC escort vessels. Please follow the directions of these vessels and do not proceed until told to do so.

## **19. ABSENCE OF RACE COMMITTEE**

The USSA prescribes that in the absence of the Race Committee, a boat shall take her own time when she finishes and report the time taken to the Race Committee as soon as possible. If there is no longer an established finish line, the finish line shall be a line extending approximately 100 yards on a 245 degree magnetic bearing from the "FL R 4 sec" jetty light. (See Finish Area Chart).

## **20. DID NOT FINISH**

**20.1** A boat that has not finished as of 1600 hours Saturday August 4, will be considered as a DNF. It is essential that each boat notify the Race Committee at her earliest opportunity if she retires from the race or is still at sea at 1600 hours Saturday. Failure to do this may result in the rejection of future entries in this event.

**20.2** Notification may be made by any of the following methods:

- Contact an official escort vessel or the Race Committee by VHF.
- Hail the Race Committee on station at the finish line
- Contact KHYC by VHF or phone 310.376 2459

## **21. PENALTY SYSTEM**

An alternative penalty for yachts involved in arbitration shall be the 30 minute corrected time penalty, as specified in the Protest Arbitration Procedure.

## **22. PROTESTS**

**22.1** Protests must be filed at the KHYC message center desk within two hours after returning to port. Arbitration/Protests hearings will begin on Saturday at 10:00AM in approximately the order received. Changes in this procedure will be posted on the KHYC bulletin board.

**22.2** Protests involving an infringement of a Rule of Part 2 of the Racing Rules (Rules 10 through 22) will be heard by an arbitrator. Protests involving any other rule, requests for redress, class rule non-conformance, etc. will not go to arbitration. The purpose of arbitration is to decrease the number of protests involving an infringement of Rule of Part 2 that must be heard by a full Protest Committee.

**22.2.1** The arbitration hearings will be conducted according to the following guidelines:

The arbitrator may be any person considered qualified by the organizing authority. The arbitration hearing will be a private hearing. Only the arbitrator, one representative from the protesting yacht and one representative from the protested yacht will be allowed at the hearing. No witnesses shall be allowed. The arbitrator can conclude the hearing at any time and refer the matter to the Protest Committee for a full hearing. If the protested party accepts the fact there was no foul, the protest is withdrawn. There being no protest, no appeal will be allowed.

**22.2.2** The arbitrator will render a decision using the following guidelines

- a. Decide no foul was committed. If both parties agree, then the protest may be withdrawn.
- b. Decide that a foul was committed and penalize the yacht at fault by 30 minutes
- c. Make no decision. From the testimony given the arbitrator is unable to determine the facts in the case and a protest hearing must be held.

**22.2.3** If both parties do not accept the arbitrator's decision the protest will be passed on to the Protest Committee for a full hearing. The testimony given at the arbitration hearing shall remain private and shall not be passed on to the Protest Committee by the arbitrator. The arbitrator shall not participate as a member of the jury if the protest goes to a full protest hearing.