

SANTA BARBARA



KING HARBOR

JULY 28, 2017

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SAILING INSTRUCTIONS

2017 Santa Barbara to King Harbor Race Schedule of Events

Tuesday, July 25th - SBYC

1000-1600 SBYC Race Office Open (805) 965-8112

Wednesday, July 26th - SBYC

0900-2200 Santa Barbara Yacht Club Open
1000-1600 SBYC Race Office Open (805) 965-8112
1130-1400 Lunch Menu served
1650 First Start for SBYC Wet Wednesdays
1800 SBYC Wet Wednesday BBQ and Party

*The SBYC Bar is always open once food is being served until the club is closed

Thursday, July 27th - SBYC

0900-2400 Santa Barbara Yacht Club Open
1300-1900 Registration Desk Open
1130-1430 Lunch Menu served
1700 SBYC Party with live music
1800-2130 Santa Maria style BBQ

Friday, July 28th - SBYC / KHYC

0700-2200 Santa Barbara Yacht Club Open
0730-1000 Breakfast buffet (\$15 all inclusive)
0800-1000 Registration Desk Open
1155 First Warning Signal

- King Harbor Yacht Club Open all day -

Upon Arrival Complementary snacks
Until 2am KHYC Bar Open

Saturday, July 29th - KHYC

0700 King Harbor Yacht Club Open
0700-1000 Bloody Mary Bar
0800-1400 KHYC Breakfast & Lunch Served
1400 Merchandise Sales
1500 Awards Party - appetizers and music
1600 Awards presentation
1730 Shrimp Feed 1st seating
1900 Shrimp Feed Second Seating



2017 Santa Barbara to King Harbor Race

July 28th-29th, 2017

SAILING INSTRUCTIONS



The Organizing Authorities for the 2017 Santa Barbara to King Harbor Race will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109 &
The King Harbor Yacht Club (KHYC), 280 Yacht Club Way, Redondo Beach, CA 90277

1. GENERAL

- 1.1 Santa Barbara Yacht Club and King Harbor Yacht Club invite skippers of eligible boats to enter under the conditions of the Notice of Race (NOR).
- 1.2 PHRF of Southern California (PHRF) is the Rating Authority (RA) for mono-hulls.
- 1.3 Offshore Racing Rule (ORR) and PHRF of Southern California are the rating authorities (RA) for the Fast 50 class.
- 1.4 Ocean Racing Catamaran Association (ORCA) is the Rating Authority (RA) for multihulls.
- 1.5 The term Skipper as used herein is defined as the person who is designated on the entry form, and for the purpose of RRS 46, is the person in charge as it relates to the Racing Rules of Sailing or any matters related to the 2017 Santa Barbara to King Harbor Race. The Skipper is responsible for compliance with the rules, the boat, its handling, safety, the conduct of its crew before, during, and after the race.

2. RULES

- 2.1 The race will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 2.2 Membership with a valid rating certificate is required for the appropriate class association. Valid and current Southern Californian PHRF certificate in the online PHRF database (www.phrfsocal.org) shall constitute proof of membership for each entrant (except as noted in Sailing Instruction 2.3). Inclusion on the current ORCA rating list shall constitute proof of ORCA membership.
- 2.3 Boats competing in a properly entered One-Design class (including those competing under an alternative rating rule) need not provide PHRF rating certificates. However, boats without certificates will not be eligible for the overall competition. (This modifies the Notice of Race).
- 2.4 Cruising Class boats shall comply with PHRF Southern California Class Rules, Appendix D, CRUISING CLASS RACING. A Cruising Class boat's rating shall be their PHRF Base OWC rating as modified by the adjustments in PHRF of Southern California Class Rules in Appendix D or a boat's PHRF Corinthian OWC Rating. When available, a boat's PHRF Corinthian OWC rating will be used. Cruising Class boats may use free-3/ying headsails as referenced in Appendix D, 3.0 Cruising Class Additional Rules. A boat may also apply a Non-spinnaker offset to their rating if they will not use free-3/ying headsails (This modifies Appendix D, Section 3.0 a).
- 2.5 Cruising Class boats may use their motors within the rules set forth in "Attachment B - Cruising Class Motoring Rules and Log".
- 2.6 Rule 51, Movable Ballast is changed to allow the movement of sails that are not set.
- 2.7 Rule 51, Movable Ballast, and Rule 52 Manual Power are changed to allow the positioning of movable ballast by power on boats as designed and as rated by the RA. All movable ballast systems shall be capable of manual operation if powered systems are inoperable.
- 2.8 Rule 55 is changed to allow for the disposal of biodegradable material used to band spinnakers.
- 2.9 The Marine Industry Racer (MIR) Rule(s) of PHRF will not apply.
- 2.10 The U.S. Sailing prescriptions to rules 60, 63.2, and 63.4 will not apply.
- 2.11 In the case of a conflict, these Sailing Instructions will take precedence over the Notice of Race.

3. SAFETY REQUIREMENTS

- 3.1 Compliance with the current United States Coast Guard Regulations and the offshore safety regulations of the 3/4 feet in which they are competing is required.
- 3.2 Boats shall comply with the US Safety Equipment Requirements, (USSER) except as modified by the notice of race and the sailing instructions. The course is classified as a Coastal Race. The equipment requirements are available at: http://www.us sailing.org/wp-content/uploads/DARoot/Offshore/SAS/US_SER_2017.0.pdf. The US Safety Equipment Requirements (USSER) are changed for the following sections:
- 3.2.1 USSER 3.6.1 for SOLAS 3/4 is changed to allow boats to carry only U.S. Coast Guard approved 3/4.
- 3.2.2 Add to USSER 2.4.1: Boats not designed for persons on the foredeck (example: Melges 24) shall be exempted from bow pulpit requirement.
- 3.2.3 USSER 2.4.4 is amended to add the sentence: For the 2017 race, lifelines may be the same as those supplied as original equipment.
- 3.2.4 Add to USSER 2.4.8: Boats originally manufactured without toe rails shall have crew secured to jack lines when on the foredeck.
- 3.2.5 USSER 2.5.1, 3.8.1, 3.18, and 3.33.1 are recommendations for the 2017 Santa Barbara to King Harbor Race.
- 3.2.6 USSER 3.8.2 is changed to omit the 1/2 sentence requiring DSC/GPS capability. It is a recommendation for the 2017 race.
- 3.2.7 USSER 3.1.2 requirement for crotch or leg straps to be attached to Personal Flotation Devices will be waived for the 2017 race.
- 3.2.8 USSER 4.3.2. requirement of: At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority, is waived for the 2017 Santa Barbara to King Harbor Race. The Organizing Authority strongly recommends that person(s) in charge and others take the opportunity to attend upcoming seminar(s), including, when available, the 'On-Line' version.
- 3.3 Rules Part 2, "When Boats Meet" is replaced between the hours of local sunset and local sunrise by Part B—Steering and Sailing Rules, of the International Regulations for Preventing Collisions at Sea (IRPCAS). Competitors are also reminded that under the preamble of Part 2 of the Racing Rules of Sailing, boats racing must comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) when they meet other marine traf 1/2.
- 3.4 An operating VHF radio with at least channels 12, 16, 22, 68, 71 and 78 is required.
- 3.5 The minimum crew regulations are as stated in the bylaws for the appropriate class.
- 3.6 All boats are required to 3/4 a radar re 3/4 at spreader height or higher for the duration of the race.
- 3.7 All boats must monitor VHF Channel 16 after their start for the duration of the race. Competitors must obey directions given to them by any naval vessels on VHF Channel 16. No competitor may protest a boat for infringing this Rule. This modifies RRS 60.1.

4. NOTICES TO COMPETITORS

Notices to Competitors will be posted on the of 1/2 notice boards located on the lower decks of Santa Barbara Yacht Club and King Harbor Yacht Club.

5. CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted before 0900 hours, July 28th, 2017. The Race Committee will display the numeral pennant of the most recent change under code 3/4 'Lima' from the SBYC 3/4 pole.

6. SIGNALS MADE A SHORE

Signals made ashore will be displayed on the SBYC flagpole.

7. RACE BURGEE

The Race Burgee shall be displayed from the starboard main shroud or halyard at spreader height for the duration of the race. This changes RRS 56.

8. CHECK-IN

Prior to the 1st warning signal, all racing boats must identify themselves to the check-in vessel on station near the entrance to the Santa Barbara Harbor by clearly displaying their sail number and the number of people on board on their packet envelope. Each boat is responsible for insuring that the check-in vessel verbally acknowledges her proper sail number and the number of people on board.

For boats too large to come within range of the check-in vessel, they may radio the check-in vessel on VHF channel 78.

9. CLASS DIVISIONS AND FLAGS

Class breaks, starting assignments, and class flags will be as described in "Attachment A – Start Schedule" and will be posted on the event website as well as the Notice Board.

10. SCHEDULE OF RACES

10.1 "Attachment A - Start Schedule" displays the starting schedule for the race and the order of starts. This attachment will be included in each boat's race packet.

10.2 The scheduled time of the warning signal for the 1st start is 1155.

11. THE COURSE

Start (as detailed in Sailing Instruction 12.4)

Anacapa Island to port

Redondo King Harbor Bell buoy (RW "RB" Mo (A) BELL) to port Finish, inside breakwater (see the attached King Harbor chartlet).

The approximate course to the 1st mark is 150 degrees.

12. THE START

12.1 Races will be started by using rule 26 with the warning signal made 1¹/₂ (5) minutes before the starting signal.

12.2 Starting times are listed in "Attachment A - Start Schedule". The start signal of one class will be the warning signal for the next in each sequence.

12.3 There will be two separate lines defined by inboard tetrahedrons at each end. Colors for each line will be described in "Attachment A - Start Schedule". 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 may be subject to disqualification by the Race Committee. Only the Race Committee may protest a boat for infringing this Rule. This modifies RRS 60.

12.4 The Starting Lines will be approximately a half of a mile south of Red Bell Buoy # A ("RW SB Mo (A) Bell") between the designated inboard racing buoys. Two classes will start simultaneously. The designated line and starting time for each class appears in the "Attachment A - Start Schedule" Sheet.

12.5 Boats shall keep at least 50 yards clear of the starting area until after the starting signal of the class preceding her own. Only the Race Committee may protest yachts for failing to stay clear. This modifies RRS 60.

13. ON COURSE SIDE

- 13.1 As a courtesy, the Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 71. Failure of a boat to see or hear her recall notification shall not be grounds for redress. A boat's position in the sequence of hailed numbers or broadcast numbers shall not be grounds for redress.
- 13.2 A boat starting prematurely between her preparatory signal and her starting signal, which fails to return and restart, will be penalized by the addition 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).

14. 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 29.2).

15. RADIO COMMUNICATION

The Race Committee start boat will make broadcasts on Channel 71 that will contain information on class starts, time countdown, on course side boats, and announcements dictated by special circumstances regarding the race. Channel 71 should not be used for hailing by race participants between 1130 and 1230 hours during starting procedures. Failure of any radio announcement shall not constitute grounds for redress.

It is anticipated that Channel 71 will be the Race working channel between Santa Barbara and King Harbor. Emergencies would require use of Channel 16.

16. ASSISTING BOATS IN DISTRESS

The Race Committee will consider an appropriate time allowance for time lost while aiding a vessel in distress only if redress is requested as described in Rule 62.

17. RACE DISTANCE

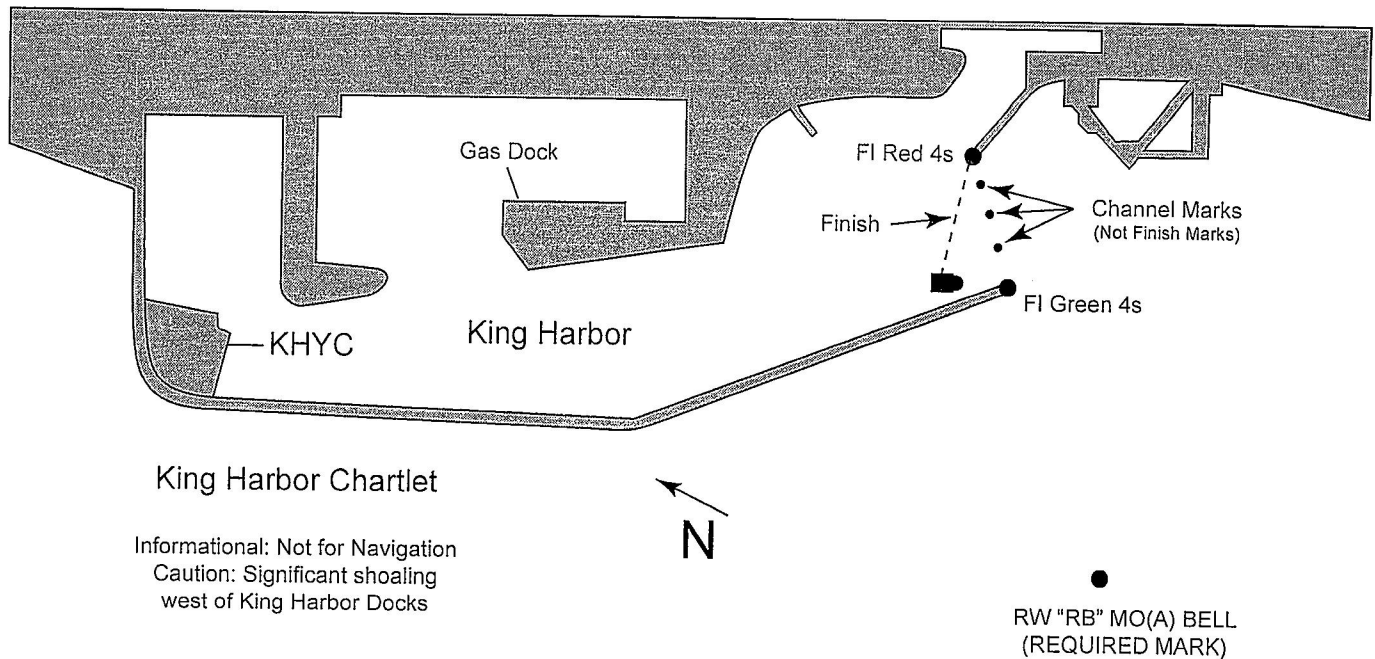
The rated Handicap Distance is 81 Nautical Miles.

18. THE FINISH

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

- 18.2 Each boat shall hail the Race Committee and display her packet number as she crosses the finish line. Sailors are advised that if you cross the finish near the leeward end of the finish line, your sail number may not be visible. After receiving a finish horn, you are advised to sail close to the Race Committee boat to ensure that your sail number has been identified. The responsibility rests with each boat to insure that the Race Committee has made positive identification. Failure to establish identity may result in a score of DNF (Did Not Finish). Finishing yachts requesting dockage shall have on deck ready for deploying, an anchor and sufficient ground tackle. Failure to comply could result in being denied docking privileges.

CAUTION : 1) There have been past circumstances where vessels after finishing have remained in the finishing area resulting in "close calls". Caution is advised. 2) 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 United States Sailing Association 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 not 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 the attached King Harbor chartlet).

20. TIME LIMIT

Boats failing to finish by 1600 hours, Saturday July 29th, 2017 will be considered Did Not Finish (DNF). This changes rule 35. 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.

Notification may be made by any of the following methods:

- Hail the Race Committee on station at the finish line.
- Contact KHYC by VHF Ch. 78 or cell phone (310) 968-4426.

21. PENALTY SYSTEM

Boats protested and found by the Protest Committee following a hearing to have broken a rule for equipment or safety violation under US Safety Equipment Regulations (USSER) or US Coast Guard (USCG) requirements, shall be penalized. The Protest Committee will apply a minimum of ten (10) minutes added to the boat's recorded elapsed time, up to a maximum of disqualification (DSQ) for each found violation. This changes rule 64.1.

22. PROTESTS AND REQUESTS FOR REDRESS

- 22.1 Protest and requests for redress must be filed at the KHYC message center desk within two hours after finishing. Protest hearings will begin on Saturday at 1000 hours in approximately the order received. Changes in this procedure will be posted on the KHYC bulletin board.

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- 22.2 Yachts intending to file a protest or request redress shall notify the finishing boat upon finishing either on VHF channel 78 or hailing. Failure to do so may result in the denial of a protest or redress hearing.
- 22.3 Protest forms are available downstairs at the KHYC Regatta bulletin board.
23. TROPHIES
- Trophies will be awarded to the top finisher(s) in each class based on participation. The trophy presentation will take place at the King Harbor Yacht Club at 1600 on Saturday, July 29th, 2017.
24. ADDITIONAL INSTRUCTIONS FOR CRUISING CLASS
- Paragraphs 25 through 31 apply only to Cruising Class boats.
25. CRUISING CLASS ADJUSTMENTS
- In accordance with Appendix D, paragraph 4.0 of the PHRF Class Rules, a Cruising Class Boat's Race Rating for this race shall consist of the boat's PHRF Off Wind Course (OWC) Rating, as shown on the valid Rating Certificate, plus or minus the adjustments shown in Appendix D of the PHRF Class Rules OR a boat's PHRF Corinthian OWC rating. Boats may only use rating adjustments from Appendix D or a PHRF Corinthian rating as described in Appendix F of the PHRF of Southern California Rules, but not both. When available, a boat's PHRF Corinthian OWC rating will be used.
26. CRUISING CLASS ENGINE USE
- 26.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. In addition, Cruising Class participants may use an engine for propulsion within the limitations stated below.
- 26.2 A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as 1.34 x Square Root (LWL), where 'LWL' is the length of the waterline in feet.
- 26.3 A vessel's engine may not be put in-gear within thirty (30) minutes after that vessel's start time as stated in PHRF Class Rules, Appendix D, Rule 2.0, item c.
- 26.4 A vessel's engine may be in-gear within three miles of the finish line. This changes PHRF Class Rules, Appendix D, Rule 2.0, Item c(3).
27. RECORDING REQUIREMENTS
- 27.1 The skipper shall record on the Cruising Class Engine Log (as shown on Attachment B) both the GPS Latitude and Longitude position of the boat (to the second decimal place of a minute) and the GPS time (to nearest second) on each occasion when the engine was put in-gear and was taken out of gear.
- 27.2 A minimum of 30 minutes shall be recorded each time the engine is put in-gear.
- 27.3 Record the total engine in-gear propulsion time in MINUTES
28. FILING THE 2017 SANTA BARBARA TO KING HARBOR CRUISING CLASS ENGINE LOG
- 28.1 All Cruising Class participants that finish shall file a Cruising Class Engine Log, as shown in Attachment B of these Sailing Instructions, even if the engine is not used. The Cruising Class Engine Log will be included in the Skipper's Packet. The Cruising Class Engine Log must be submitted to the KHYC Race Office within four (4) hours of the boat's finish time, or by 1600 hours on Saturday, July 30, 2016, whichever is earlier.
- 28.2 A Cruising Class boat failing to correctly complete and file her Cruising Class Engine Log, may be protested by the Race Committee and may be penalized up to a Disqualification (DSQ) by the Protest Committee following a hearing.

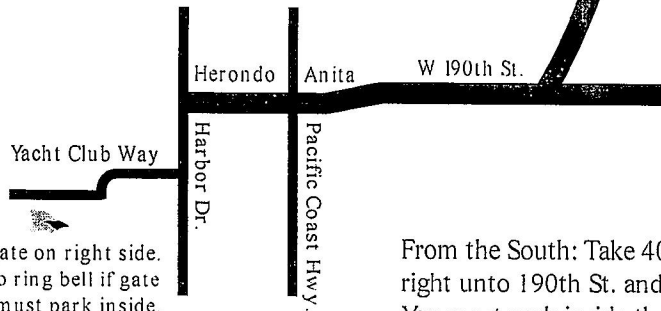
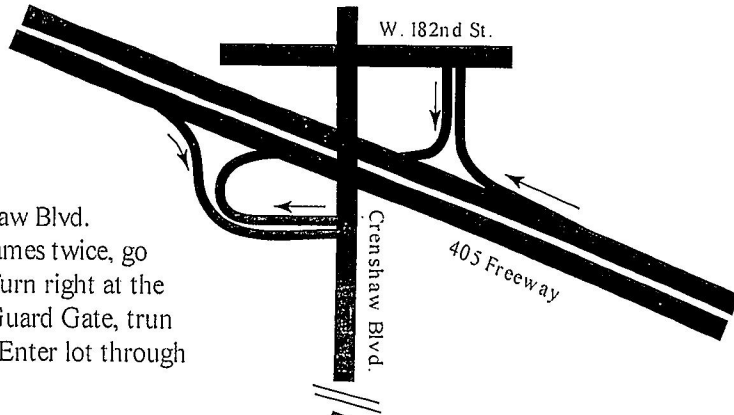
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- 28.3 ENGINE USE IMPACT ON FINAL CORRECTED TIME - An adjustment equal to $(IN-GEAR-TIME \times 0.40 \times \text{Square Root (LWL)})$ will be added to the Corrected Time to produce a Final Corrected Time.
29. CRUISING CLASS PERMITTED EQUIPMENT
- 29.1 Whisker Poles may be used and are limited in length to 1.4 time the 'J' measurement. One end shall be attached to the foremost mast.
- 29.2 Double headsails, double head rigs, and multi-masted vessels are allowed.
- 29.3 Power winches are allowed. This changes rule 52.
30. OTHER CRUISING CLASS REQUIREMENTS AND INFORMATION
- 30.1 Competitors in the Cruising Classes are reminded that under the International Regulations for Preventing Collisions at Sea (IRPCAS) that they are required to exhibit a white masthead light aloft when under power.
- 30.2 Rig bands for the 'P' and 'E' measurement are not required. However, the mainsail must measure to the reported dimensions.
- 30.3 Sail dimensions are not required to be marked on the sails.
- 30.4 It is the responsibility of the skipper to notify the Organizing Authority prior to racing of ANY changes in equipment affecting the Adjustments. Additionally, the skipper shall notify PHRF of any changes to a boat's rated configuration. Failure to notify the Organizing Authority or PHRF may result in a protest and disqualification from the race.
- 30.5 Cruising Class boats racing under power (motoring) shall have the mainsail raised. A boat failing to have the mainsail raised may be protested by the Race Committee and may be penalized by having sixty (60) minutes added to her elapsed time by the Protest Committee following a hearing.
31. CRUISING CLASS PHRF NON-SPINNAKER OFFSET
- The PHRF Non-Spinnaker Offset shall be added only to boats racing Non-Spinnaker in the Cruising Class. The Race Rating for a boat racing Non-Spinnaker in the Cruising Class shall be the PHRF Base OWC Rating + PHRF Non-Spinnaker Offset + any Cruising Class Adjustments, or in the case of PHRF Corinthian rated boats, PHRF Base OWC Rating + PHRF Non-Spinnaker Offset.
32. INSURANCE
- Each participating boat shall be insured with valid combined single limit watercraft liability insurance in an amount not less than \$300,000.
33. DISCLAIMER OF LIABILITY
- Competitors participate in this race entirely at their own risk. See RRS 4 Decision to Race. The Organizing Authority will not accept liability for damage or personal injury or death sustained in conjunction with, prior to, during, or after this Race.

Special thanks to the following supporters of the 2017 Santa Barbara-to-King Harbor Race:

Santa Barbara Harbormaster & Crew
King Harbor Yacht Club Race Crew • Santa Barbara Yacht Club Race Crew
Sharon Green/Ultimate Sailing • Scott Gordon Haagen/Typecraft Printing • Kathleen Baushke

King Harbor Yacht Club

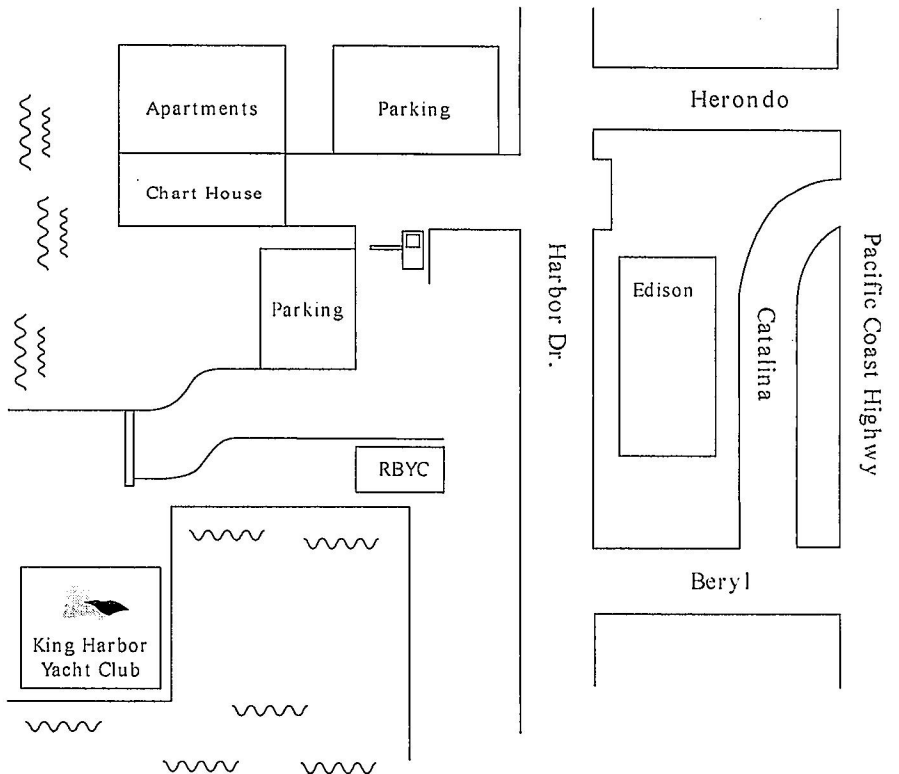
From the North: Take 405 South, exit Crenshaw Blvd. Make a right onto 190th St. (street changes names twice, go straight.) Dead-end at Harbor Dr., turn left. Turn right at the first street, Yacht Club Way. Go through left Guard Gate, turn right and follow the winding road to the end. Enter lot through gate on left. Club is on your left.



Entrance gate on right side. Press button to ring bell if gate is not open. You must park inside.

From the South: Take 405 North, exit Crenshaw Blvd. Make a right onto 190th St. and follow from the North directions. You must park inside the KH YC lot. Distance is approximately 1/2 mile from the freeway.

Please park inside the KH YC parking lot to avoid being ticketed.
Carpooling is greatly appreciated.



2017 Santa Barbara to King Harbor Race
Santa Barbara Leg
July 28-29, 2017

Santa Barbara Facility Information

*All facilities are also shown on 'Attachment H – Santa Barbara Harbor Map'

BOAT DELIVERY AND ARRIVAL

Santa Barbara slip reservation may be done through the online entry process available online at <https://sbyc.org/2017-sb-kh/>. Dockage will be available for pre-registered boats at the fee of \$1.00 per foot per night. The boat arrival date and accurately calculated fees must be included with each entry. Unpaid entries will not receive dock space.

Santa Barbara - Upon arrival by sea to the Santa Barbara Harbor, each boat is asked to call the Santa Barbara Harbor Department on VHF Channel 12. The Harbor Department will ask boats to proceed to the Accommodation Dock at the west end of the harbor directly in front of the Harbor Department to receive a dye tab in their tank. Competitors may then radio the Santa Barbara docking committee on VHF Channel 78 to receive their slip assignment. In some circumstances due to the size of a boat, the harbor department may ask the vessel to go directly to their assigned slip over the radio. As a policy, the Harbor Department and docking committee do not release slip assignments in advance.

King Harbor - Upon finishing in Redondo Beach, yachts requiring guest moorage will be met by KHYC docking committee boats to be escorted to a mooring location. The docking committee will monitor Channel 78. Boats should be equipped and prepared to anchor if necessary.

MARINA GATE ENTRY

The Marina One entrance is located just a short jaunt down from SBYC as shown in 'Attachment H – Santa Barbara Harbor Map'. Marina gate cards can be purchased for \$7 each from the harbor department (located next to SBYC).

YACHT CLUB FACILITIES

The yacht club facilities will be open to all competitors as stated on the 'Attachment S - Santa Barbara Schedule of Events'. The yacht club accepts credit card charges only for visitors with the exception of the Wet Wednesday Regatta where cash will also be accepted to buy drink tickets and meal tickets.

RESTROOMS / SHOWERS

The Marina restrooms are accessible with a marina gate card. The yacht club restrooms are available during regular operating hours or with a SBYC parking lot gate card after hours. Public restrooms are also available adjacent to the harbor public parking lot. Most restroom facilities have showers.

ICE & SUPPLIES

There is a Harbor Market located adjacent to SBYC with ice available for purchase. There is also limited ice at SBYC on the west deck downstairs. Key is available at the front desk.

Attachment H - SB Harbor Map

