

2011 Santa Barbara to King Harbor Race Sailing Instructions

1. RULES

- 1.1 This race will be governed by the Rules as defined by the *Racing Rules of Sailing 2009-2012* (RRS), including: the prescriptions of US Sailing and the rules of the competing classes (except as these are altered by the NOR or sailing instructions), the NOR, and by these sailing instructions.
- 1.2 Membership with valid rating certificate is required for the appropriate class association. Submission of a valid Southern Californian PHRF certificate shall constitute proof of membership for each entrant (except as noted in SI 1.3). Inclusion on the current ORCA rating list shall constitute proof of ORCA membership.
- 1.3 Boats racing 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 NOR.)
- 1.4 The Marine Industry Racer (MIR) Rule(s) of PHRF will not apply.
- 1.5 The 1972 International Regulations for the Prevention of Collisions at Sea shall apply (72 Colregs.)
- 1.6 Boats with canting keels, water ballast, or powered winches may use them provided that these mechanisms are specifically listed on the PHRF rating certificates used for this race, and any appropriate rating penalties have been applied. (This modifies RRS Rules 51 and 52, and the NOR.)

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 is required.
- 2.2 An operating VHF radio with at least channels 6, 16, 68, 69, 71 and 78 is required.
- 2.3 The minimum crew regulations are as stated in the bylaws for the appropriate class.
- 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 boards located on the lower decks of Santa Barbara Yacht Club and King Harbor Yacht Club.

4. CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted before 0900 hours, July 29th, 2011. The Race Committee will display the numeral pennant of the most recent change under Lima from the SBYC flagpole.

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 near the entrance to Santa Barbara Harbor by clearly displaying 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 "Start Schedule" Sheet in the race packet.

8. THE START

Each start shall be as described in Rule 26, with the warning given five (5) minutes before the start. Starting times are listed in the attached "Start Schedule" sheet. The start signal of one class will be the warning signal for the next in each sequence.

9. STARTING LINES

9.1 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 inflatable racing buoys. Two classes will start simultaneously. The designated line and starting time for each class appears in the "Start Schedule" Sheet.

9.2 There will be two separate lines, defined by inflatable tetrahedrons at each end. Colors for each line will be described on the "Start Schedule" Sheet. 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. Only the Race Committee may protest a boat for infringing this Rule. This modifies RRS 60.

10. CLEARANCE FOR STARTING LINE

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.

11. BOATS OVER EARLY

11.1 The Race Committee will attempt to notify boats starting prematurely by VHF radio, Channel 71. But it is the responsibility of the boat involved to start correctly. (Racers are cautioned NOT to contact the Race Committee on VHF during the starting sequence, between 1130 and 1300 on July 29th, 2011. 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 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).

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 29.2).

13. RACE INFORMATION

Each participant shall monitor Channel 71 prior to and immediately after her start. The broadcasts on Channel 71 will contain information on class starts, time countdown, "over-early" boats, and announcements dictated by special circumstances regarding the race. Channel 71 must not be used by race participants between 1130 and 1300 hours during starting procedures.

It is anticipated that Channel 71 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 only if redress is requested as described in Rule 62.

15. COURSE

Start (see Santa Barbara chartlet)

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 first mark is 150 degrees.

16. RACE DISTANCE

The rated Handicap Distance is 81 Nautical Miles.

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, (see the attached King Harbor chartlet).

18. FINISHING

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 R/C 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: 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 the attached King Harbor chartlet).

20. DID NOT FINISH

20.1 A boat that has not finished as of 1600 hours Saturday July 30th, 2011 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 Ch 78 or phone 310.376.2459 or (310) 968-4426 (cell)

21. PROTESTS

21.1 Protests 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.

21.2 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.

21.3 Protest forms are available downstairs at the KHYC Regatta bulletin board.

22. ESCORT VESSELS

There will be escort vessels during the race that will be available via hail on VHF Ch 78. A list of these escort vessels may be posted on the notice board on the lower deck of SBYC on Friday morning just prior to the race.