



Santa Barbara Yacht Club

Tower Race #1
Race 1 of the SBYC Wilson Offshore Series
March 20, 2021

SAILING INSTRUCTIONS

The Organizing Authority for the 2021 Tower Race #1 will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

The notation [NP] in a *rule* means that a boat may not protest another boat for breaking that *rule*. This changes RRS 60.1(a).

The notation [DP] in a *rule* means that the penalty for a breach of a *rule* may, at the discretion of the protest committee, be less than disqualification.

1. RULES

- 1.1 The event will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, applicable rules for One Design and PHRF classes and the US Safety Equipment Requirements “Near Shore” for PHRF classes.
- 1.2 US Sailing prescriptions to rules 63.2 will not apply.
- 1.3 A yacht’s Area I Random Leg Course (RLC) rating shall be used for the race.
- 1.4 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident will apply.
- 1.5 Appendix T, Arbitration, Rule T1, T2, T3, and T4 will apply.
- 1.6 The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) replaces RRS Part 2 from sunset (19:11 PDT) until sunrise (7:01 PDT).

2. SAFETY REQUIREMENTS

- 2.1 Boats shall comply with orders from the United States Coast Guard and adhere to US Coast Guard Regulations. Failure to comply with orders from the United States Coast Guard, Santa Barbara Harbor Patrol or any other recognized authority is grounds for disqualification without hearing at the discretion of the Race Committee. This Changes Rule 63.1. [DP]
- 2.2 Boats shall conform at all times to regulations regarding commercial traffic. Any boat that retires from a race shall notify the race committee as soon as possible. [DP]
- 2.3 Boats shall comply with the US Safety Equipment Requirements (USSER) except as modified by the notice of race and these sailing instructions. The course is classified as a Near Shore Race. The equipment requirements are available at: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>. [DP]

The US Safety Equipment Requirements (USSER) are changed for the following sections:

- 2.3.1 For USSER 3.19.1, the words ‘permanently mounted’ are deleted. A permanently mounted magnetic compass is a recommendation for the race.
- 2.3.2 All boats must comply with the with USSER 2.4.1 through 2.4.7 regarding lifelines. All vessels shall also comply with USSER 3.7.2 regarding man overboard equipment.

3. ENTRY, ELIGIBILITY, & FEES

- 3.1 This regatta is open to all members of the Santa Barbara Yacht Club (SBYC). Members of other clubs belonging to the US Sailing Association may race as guests of Santa Barbara Yacht Club.
- 3.2 Classes invited include: PHRF A (RLC rating of 54 and less), PHRF B (RLC rating of 55 and greater).
- 3.3 At least one boat must enter the race prior to the entry deadline to establish a class.
- 3.4 Eligible competitors shall have valid PHRF Certificates. Valid PHRF rating certificates for PHRF boats must be on file with the PHRF office of Southern California no later than 0900 hours on the day of the race.

- 3.5 Participants may enter by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 0900 hours on the day of the race. Race entry forms are available online at <https://sbyc.org/racing> or https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=21978. Exceptions are at the discretion of the Race Committee.

3.6 There is no entry fee for this event.

4. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 1045 on the day it will take effect.

5. COMMUNICATIONS WITH COMPETITORS

- 5.1 Notices to competitors and amendments to these Sailing Instructions will be posted on the official notice board located on the lower deck of the Santa Barbara Yacht Club.
- 5.2 The race office is located at the Santa Barbara Yacht Club - 130 Harbor Way, Santa Barbara, CA 93109, on the southwest corner of the building.
Telephone – (805) 965-8112, ext 114. Email – racing@sbyc.org.
- 5.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.

6. SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed from the SBYC yardarm.
- 6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal AP.

7. SCHEDULE

- 7.1 *Saturday, March 20*
- | | |
|--------------|---|
| 1000 | No entries accepted after this time |
| 1000 | Classes, flags, and rating breaks will be posted |
| 1155 | Warning signal |
| 1200 | Start signal |
| After Racing | Results will be posted on the notice board, online, and at the front desk where trophies will also be available for pickup. |
- 7.2 Number of Races: One (1) race is scheduled.

8. CLASS FLAGS & CLASS DESIGNATIONS

Classes, flags and rating breaks will be posted on the notice board and sent out via email at 1000 on the day of the race.

9. RACING AREA

The racing area will be the Santa Barbara Channel.

10. THE COURSES

- 10.1 **Course 1 will be:** Start – A buoy – Platform Habitat – Platform Hogan – E buoy – Finish. All marks shall be rounded to port.
The rated course distance is: 22.968 nautical miles
Leg 1 = 1.64nm
Leg 2 = 8.92nm
Leg 3 = 3.88nm
Leg 4 = 7.75nm
Leg 5 = .778nm
- 10.2 **Course 2 will be:** Start – K buoy – Platform Hillhouse – E buoy – Finish. All marks shall be rounded to port.
The rated course distance is: 13.343 nautical miles
Leg 1 = .745nm
Leg 2 = 6.1nm
Leg 3 = 5.72nm
Leg 4 = .778nm
- 10.3 **Course 3 will be:** Start – K buoy – Platform Hillhouse – Platform Henry – E buoy – Finish. All marks shall be rounded to port. The rated course distance is: 16.843nm
Leg 1 = .745nm
Leg 2 = 6.1nm
Leg 3 = 2.09nm
Leg 4 = 7.13nm
Leg 5 = .778nm
- 10.4 **Course 4 will be:** Start – K buoy – Platform Henry – E buoy – Finish. All marks shall be rounded to port.
The rated course distance is: 16.353nm
Leg 1 = .745nm
Leg 2 = 7.7nm
Leg 3 = 7.13nm
Leg 4 = .778nm
- 10.5 **Course 5 will be:** Start – A buoy – Platform Henry – E buoy – Finish. All marks shall be rounded to port.
The rated course distance is: 18.148 nautical miles
Leg 1 = 1.64nm
Leg 2 = 8.6nm
Leg 3 = 7.13nm
Leg 4 = .778nm

- 10.6 **Course 6 will be:** Start – K buoy to port – Platform C to port – Platform B to starboard – Platform A to starboard – Platform Hillhouse to port – Platform Henry to port – E buoy to port – Finish.
The rated course distance is: 17.2 nautical miles
Leg 1 = .745nm
Leg 2 = 5.04nm
Leg 3 = 1.35nm (to PI Hillhouse)
Leg 4 = 2.10nm
Leg 5 = 7.15nm
Leg 6 = .78nm
- 10.7 **Course 7 will be:** Start – K buoy to port – Platform C to port – Platform B to starboard – Platform A to starboard – Platform Hillhouse to port – E buoy to port – Finish.
The rated course distance is: 13.6 nautical miles
Leg 1 = .745nm
Leg 2 = 5.04nm
Leg 3 = 1.35nm (to PI Hillhouse)
Leg 3 = 5.73nm
Leg 4 = .788nm
- 10.8 **Course 8 will be:** Start – A buoy to port – Platform Habitat to port – Platform Henry to starboard – Platform Hogan to port – E buoy to port – Finish.
The rated course distance is: 23.2 nautical miles
Leg 1 = 1.64nm
Leg 2 = 8.91nm
Leg 3 = 3.16nm
Leg 4 = .98nm (to PI Hogan)
Leg 5 = 7.77nm
Leg 6 = .78nm
- 10.9 **Course 9 will be:** Start – K buoy to port – Platform C to port – Platform B to starboard – Platform A to starboard – Platform Hillhouse to port – Platform Henry to starboard – Platform Hogan to port – E buoy to port – Finish.
The rated course distance is: 18.8 nautical miles
Leg 1 = .745nm
Leg 2 = 5.04nm
Leg 3 = 1.35nm (to PI Hillhouse)
Leg 4 = 2.10nm
Leg 5 = .98nm (to PI Hogan)
Leg 6 = 7.77nm
Leg 7 = .78nm
- 10.10 Courses will be posted on placards on the SBYC deck and hailed on VHF radio channel 71. For classes sharing a start sequence, the course placards will be posted adjacent to the corresponding class' fleet placard.

11. MARKS

11.1 Turning marks will consist of oil platforms and marks shown on the current SBYC Course Chart.

11.2 Mark Coordinates are as follows (in GPS format):

A buoy (white cylinder with yellow band) –	N34 23.266	W119 43.170
K buoy (white cylinder with yellow band) –	N34 23.567	W119 42.075
E buoy (white cylinder with yellow band) –	N34 24.305	W119 40.560
Platform A (oil platform) –	N34 19.914	W119 36.802
Platform B (oil platform) –	N34 19.941	W119 37.344
Platform C (oil platform) –	N34 19.979	W119 37.902
Pltf Habitat (oil platform) –	N34 17.192	W119 35.333
Pltf Hillhouse (oil platform) –	N34 19.877	W119 36.251
Pltf Henry (oil platform) –	N34 19.983	W119 33.683
Pltf Hogan (oil platform) –	N34 20.267	W119 32.55

12. OBSTRUCTIONS

12.1 The areas defined by lines commencing at the nearest shores and connecting each contiguous City of Santa Barbara swim buoy are designated as obstructions. Boats crossing these lines shall exit the area immediately and retire from the race.

12.2 Visiting Cruise Ships including a 100 yard perimeter around the vessel are designated as obstructions.

13. START

13.1 The start shall be in accordance with RRS 26. The warning signal for each class shall be made 5 minutes before the starting signal.

13.2 The starting line shall be between marks 'F' and 'G', as shown on the [SBYC course chart](#).

14. SHORTENED COURSE AFTER THE START

Courses will not be shortened.

15. FINISH

The finish shall be between mark 'F' to port and mark 'G' to starboard, as shown on the current [SBYC course chart](#).

16. TIME LIMIT

Boats that have not finished by 1900 on the day of the race will be scored Did Not Finish (DNF) without a hearing. Any boats not finished by this time shall attempt to report their position to the RC on VHF radio channel 71 for safety purposes.

17. PENALTY SYSTEM

17.1 The Scoring Penalty, RRS 44.3, applies. The penalty shall be a 30% Scoring Penalty calculated as stated in rule 44.3(c).

17.2 Appendix V, Rule V1 will apply: The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while *racing*. However, when she may have broken one or more rules of Part 2 while in the *zone* around a *mark* other than a starting *mark*, her penalty shall be a Two-Turns Penalty.'

17.3 Appendix T, Rule T1 – Post Race Penalties will apply:

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

18. HEARING REQUESTS

- 18.1 Protests and Requests for Redress shall be filled out online at <https://forms.gle/2L7z19gjs2ixLaTH6>. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 18.2 For all classes, the protest time limit is within one hour of the last boat in their class' finish time.
- 18.3 Appendix T – Arbitration, Rules T1, T2, T3, and T4 will apply.
- 18.4 Protest times and locations will be posted on the official notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 18.5 On the last scheduled day of racing a request for reopening a hearing shall be delivered
 - (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.This changes rule 66.
- 18.6 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

19. SCORING

- 19.1 The low-point scoring system of RRS Appendix A will apply except that a boat's series score will be the total of her race scores.
- 19.2 One race must be completed to constitute a series.

20. PRIZES

- 20.1 Prizes will be awarded to the top finishers in each class. The number of prizes awarded will be dependent on the number of competitors in each class.
- 20.2 In addition to being part of the Wilson Series, this regatta is part of the annual fleet championships for the following fleets: PHRF A & PHRF B.

21 CREW

- 21.1 Crew size includes all people on a boat and shall meet the following requirements:
 - A. 25 feet and less = no more than 3 people
 - B. 25.1-30 feet = no more than 4 people
 - C. 30.1-35 feet = no more than 5 people
 - D. 35.1-40 feet = no more than 6 people
 - E. 40.1-45 feet = no more than 7 people
 - F. 45.1-50 feet = no more than 8 people
 - G. 50.1-55 feet = no more than 9 people
 - H. 55.1-60 feet = no more than 10 people

I. 60.1-65 feet = no more than 11 people

J. 65.1-70 feet = no more than 12 people

- 21.2 All crew are required to have face covering for nose and mouth (such as a face mask, buff, or neck gaiter). It is highly recommended that they be worn at all times and in particular, while in the harbor at the dock and on the water when working in confined areas less than six feet distance from other crew members.
- 21.3 It is recommended that all crew wear closed-finger gloves.
- 21.4 It is recommended that crews be comprised of co-habitants and/or close contacts (also known as your “Quaran-team”).
- 21.5 It is highly recommended that each crew comply to the best of their ability with CDC covid-19 social distancing and safety recommendations (<https://www.cdc.gov/coronavirus/2019-ncov/prevent-getting-sick/prevention.html>).

22. RISK STATEMENT

RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform, and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

23. FURTHER INFORMATION

For further information, please contact:

Regatta Chair: Larry Leveille – larry.levaille@pacinfotech.com

SBYC Race Director: Brad Schaupeter – racing@sbyc.org / (805) 965-8112