



Santa Barbara Yacht Club
J/70
Fiesta Cup
July 22-24, 2022
SAILING INSTRUCTIONS



The Organizing Authority for the 2022 Fiesta Cup Regatta 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 is governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 US Sailing prescriptions to rule 63.2 will not apply.
- 1.3 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident will apply.

2 CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted before 1130 on the day they will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors and amendments to these Sailing Instructions will be posted on the official notice board located adjacent to the Santa Barbara Yacht Club Race Office.
- 3.2 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.
- 3.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.
- 3.4 The following communications may be made by the race committee on VHF radio channel 71:
 - Course number
 - Count downs to warning, preparatory, and start signals
 - Shortened course for one or more fleets
 - Abandonment of one or more fleets
 - On course side boats or general recalls

4 SIGNALS MADE ASHORE

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

**5 SCHEDULE
SCHEDULE**

Time	Event	Location
Thursday, July 21		
0900	Trailers allowed in the SBYC lot after this time	
Friday, July 22	Practice Race Day (Melges 24, J/70, Harbor 20)	

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1600	Practice starts & race	
After Racing	Complimentary hors d'oeuvres	
Saturday, July 23	Racing Day Two (Melges 24, J/70, Harbor 20)	
1000-1100	Check-In / Packet Pick Up & Regatta Shirt Sales	SBYC Lower Deck
1100	Competitor meeting	SBYC Lower Deck Outside
1300	First Warning Signal	
Post racing	Fiesta Cup Beach Party – food & live music	SBYC Beach
*A total of four races are scheduled for all fleets.		

Sunday, July 24	Racing Day Three (Melges 24, J/70, Harbor 20)	
1230	First Warning signal	
1530	No warning signal after this time	
Post racing	Hors d'oeuvres and awards	SBYC Beach
*A total of three races are scheduled for all fleets.		

6 CLASS FLAGS

Class flags will be:

Melges 24:	Numeral Pennant '1'
J/70:	Numeral Pennant '2'
Harbor 20:	Numeral Pennant '3'

7 RACING AREA

The racing area for all races will be the Santa Barbara Channel, within 2 miles of SBYC and will be described in further detail at the competitor meeting.

8 THE COURSES

- 8.1 The diagrams in 'Attachment A – Course Chart' show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 Course numbers will be displayed on placards from the race committee signal boat no later than the preparatory signal.

9 MARKS

- 9.1 Turning marks will be inflatable shapes of colors consistent with those shown in 'Attachment A - Course Chart'.
- 9.2 The starting and finishing pins will be orange inflatable shapes.
- 9.3 Windward mark 'W1' will be a yellow inflatable shape. Windward mark 'W2' will be an orange inflatable shape.
- 9.4 The leeward gate will consist of a pair of yellow inflatable shapes.
- 9.5 New marks as provided in instruction 11.1, will be:
 - a.) A green inflatable mark to replace 'W2'
 - b.) A red inflatable mark to replace 'W1'
 - c.) A yellow inflatable mark with a black band to replace a gate mark.

10 THE START

- 10.1 Races will be started by using rule 26 with the warning signal made five (5) minutes before the starting signal.

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- 10.2 The starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of the port-end starting mark.
- 10.3 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS). This changes rule A4.
- 10.4 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her sail number. Failure to hail her number, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).

11 CHANGE OF THE NEXT LEG OF THE COURSE

- 11.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. The change will be signaled before the leading boat has begun the leg, although the mark may not yet be in the new position.
- 11.2 To move the leeward gate, the race committee will set the new mark at one end of the gate and an original mark at the other.

12 THE FINISH

- 12.1 The finishing line will be between a staff displaying an orange flag on the Race Committee Signal Boat at the starboard end and the course side of the port end finishing mark as shown in 'Attachment A – Course Chart'.
- 12.2 In the interest of starting another race in a timely fashion, the Race Committee may assign a finish position to the last finisher(s) in a class provided that the position(s) can be determined in a reasonable manner.

13 PENALTY SYSTEM

- 13.1 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.'
- 13.2 Appendix V2 – 'Penalty Taken After a Race' will apply: After a race, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident while *racing* may take a Post-Race Penalty for that incident. A boat takes the penalty by delivering a written notice to the race office that identifies the race number and when and where the incident occurred. The penalty shall be a 30% Scoring Penalty if taken before the protest time limit or a 40% Scoring Penalty if taken after the protest time limit but before the beginning of a hearing involving the incident, calculated as stated in rule 44.3(c). However, rules 44.1(a) and (b) apply, and the penalty shall not be taken after a protest hearing involving the incident has begun.

14 HEARING REQUESTS

- 14.1 Protest forms are available at the front desk of the SBYC club house. Protests and requests for redress shall be delivered to the race office, located on the southwest corner of SBYC, within the appropriate time limit.
- 14.2 For all classes, the protest time limit is within 40 minutes of the Race Committee's return to the dock.
- 14.3 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.

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14.4 On the last scheduled day of racing a request for reopening a hearing shall be delivered within the protest time limit if the requesting party was informed of the decision on the previous day; no later than 30 minutes after the requesting party was informed of the decision on that day. This changes rule 66.

14.5 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.

15 SCORING

15.1 The low-point scoring system of Appendix A will apply except that when fewer than six races are completed, a boat's series score will be the total of her race scores.

15.2 Two races must be completed to constitute a series.

16 REPLACEMENT OF CREW OR EQUIPMENT [DP]

16.1 Substitution of competitors is not allowed without prior written approval of the SBYC Race Committee.

16.2 Substitution of damaged or lost equipment is not allowed unless authorized in writing by the SBYC Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after race.

17 EQUIPMENT AND MEASUREMENT CHECKS [DP]

A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions. A valid measurement certificate shall be presented upon request by any regatta or fleet representative.

18 SUPPORT TEAMS [NP][DP]

Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

19 HAUL-OUT RESTRICTIONS[NP][DP]

Boats shall remain in the water for the duration of the regatta except with prior written consent from the race committee for repairs.

20 PRIZES

Take home trophies will be awarded to the top finishers. The winning boat of each fleet will be engraved on the Fiesta Cup Perpetual Trophy.

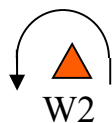
21 RISK STATEMENT

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.

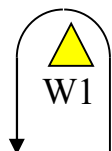
Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

Attachment A - Course Chart

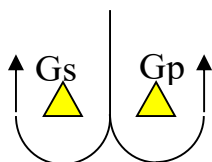
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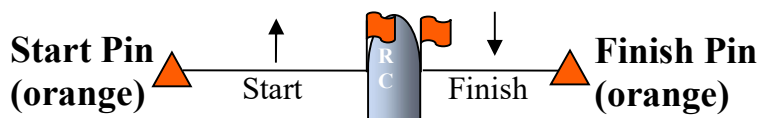
Mark W2, (orange) “W2”



Mark W1 (yellow) “W1”



Gate (yellow) “Gs / Gp”



Course

1	(2 legs)	Start – W1 – Finish
2	(2 legs)	Start – W2 – Finish
3	(4 legs)	Start – W1 – Gt – W1 – Finish
4	(4 legs)	Start – W2 – Gt – W2 – Finish
5	(4 legs)	Start – W2 – Gt – W1 – Finish
6	(6 legs)	Start – W1 – Gt – W1 – Gt – W1 – Finish
7	(6 legs)	Start – W2 – Gt – W2 – Gt – W2 – Finish

Marks W1 and W2 shall be rounded to port.

Mark Gs shall be rounded to starboard.

Mark Gp shall be rounded to port.