

**SANTA BARBARA YACHT CLUB**  
**Club Handicap Racing Fleet**  
**Labor Day Race**  
**2 September 2012**  
**NOR/SAILING INSTRUCTIONS**

**1 RULES**

1.1 This Santa Barbara Yacht Club (SBYC) Club Handicap Racing Fleet (CHRF) race will be governed by the 2009-2012 Racing Rules of Sailing, the prescriptions of US Sailing, SBYC's Club Handicap Racing Fleet Rules, and the CHRF Race Committee Guidelines, except as these are altered by these Sailing Instructions.

1.2 All competitors shall carry safety equipment equivalent to the requirements for a PHRF Category 4 race.

**2 ENTRY AND ELIGIBILITY**

2.1 Eligible boats will be considered entered by completing the SBYC Race Entry Form (a one-time requirement) and by sending a crew representative to sign the boat in with the Race Committee (RC) on the SBYC deck before the race on the day of the race.

2.2 To become eligible for race trophies, a boat must first have completed three CHRF races to establish a handicap rating. Also, in order to trophy, a boat must be "currently active and qualified."

**3 NOTICES TO COMPETITORS**

Notices to competitors will be posted in Fleet e-mail or on the official notice chalkboard located on the SBYC lower deck.

**4 MANDATORY SIGN-IN**

No skippers' meeting will be held. Boats must sign in with the RC on the deck before the race per 2.1 above. Failing to do so will result in a DNS.

**5 CHANGES IN SAILING INSTRUCTIONS**

Changes to these sailing instructions will be posted on the official notice chalk board located on the SBYC lower deck and posted one hour prior to the start of the race.

**6 SIGNALS MADE ASHORE**

Signals made ashore will be displayed from the SBYC deck.

**7 CLASS FLAG**

The Class Flag shall be yellow with a black „H“ in the center.

**8 SCHEDULE OF RACE**

8.1 One race will be held on September 2, 2102: This race will be a staggered start.

8.2 Individual boat starting times will be available for participants from the RC, and are available on the CHRF web site. First time competitors will be assigned a start time by the CHRF handicap committee.

**9 RACING AREA**

9.1 The racing area will be the Santa Barbara Channel near SBYC.

9.2 The area defined by a line commencing at the nearest shore connecting each contiguous City swim buoy is classified as an obstruction. Boats that cross this line shall exit and retire immediately. This applies to all swim buoys, including the harbor mouth and beaches.

## 10 THE COURSE

10.1 Course to be sailed will be taken from the current CHRF Start Time Course Chart. Courses are also plotted on the current SBYC 2010 Course Chart.

10.2 The course will be displayed from the upper deck of the SBYC clubhouse on red placards.

10.3 **Reversing a Course:** At the discretion of the Race Committee, any available CHRF course may be reversed should the predominant wind direction be between 0 and 180 degrees within and up to 30 minutes prior to race time. Competitors must be aware that a reversed course requires opposite mark roundings. Any H Course as shown on the club's course chart may be used when the scheduled race is a mass start. For scheduled staggered start races, any course listed on the Start Time Sheet may be selected and reversed subject to the foregoing criteria. An "R" will follow the course designation on the deck.

10.4 Courses may not be shortened.

## 11 MARKS

11.1 Location of marks will be as designated on the current SBYC 2009 Course Chart.

11.2 In the event of missing marks, boats shall notify the RC and return to the starting line as soon as possible for a restart.

11.3 When orange inflatable marks are used, these shall take precedence over any other appearing marks.

## 12 THE START

12.1 The start will be in accordance with RRS Rule 26:

Time	Sequence	Visual	Audible Signal
1355	Warning Signal	Class Flag - Up	Horn
1356	Preparatory Signal	"P" Flag - Up	Horn
1359	One-Minute	"P" Flag - Down	Long Horn
1400	Start	Class Flag - Down	Horn

12.2 Signals will be made from the SBYC yardarm.

12.3 The Starting Line will be between marks F and G on the SBYC 2010 Course Chart.

12.4 The SBYC time clock will be used by the RC as the official timing device and will be made available for skippers to set their timers.

12.5 Individual start times alluded to in 8.2 above that occur after the 1400 audible and visual shall not be occasioned by either audible or visual signal from the RC.

12.6 A boat is considered racing from that point four minutes before her individual start time and when she clears the finishing area. Yachts not yet racing shall stay clear of the starting area.

## 13 RECALLS

The RC will signal a premature start by displaying Code Flag „X" with one sound. The RC may attempt to identify the over-early boat(s) on Channel 71. Failure to receive or hear the hail shall not be grounds for redress.

## 14 THE FINISH

The finish line will be between marks G and F as shown on the current SBYC 2009 Course Chart. The RC will sound a horn identifying qualified finishers.

## **15 Penalty System**

RRS Rule 44.2 is modified such that a boat may exonerate an infringement of a Part 2 Rule by completing one penalty turn including one tack and one gybe.

## **16 TIME LIMIT**

Qualified boats failing to finish by sundown will be scored "DNF". This modifies rules 35 and A4.1.

## **17 PROTESTS**

17.1 Protests shall be lodged on US Sailing standard forms available in the SBYC hallway and delivered to the RC within one hour of the protestor's finish.

17.2 Protests involving an infringement of a rule of Part 2 of the Racing Rules will be subject to nonbinding arbitration in accordance with SBYC Protest Arbitration Guidelines.

## **18 SCORING**

The order of finish will determine the scoring sequence.

## **19 RADIO COMMUNICAITON**

Race competitors shall monitor VHF Channel 71.

## **20 PRIZES**

20.1 Race day trophies will be awarded at SBYC.

20.2 The CHRF Labor Day Race perpetual trophy will be awarded to the first place boat at the annual trophy dinner.

## **21 DISCLAIMER OF LIABILITY**

Participants in this event compete entirely at their own risk. See RRS Rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury sustained in conjunction with or prior to, during, or after the regatta.