

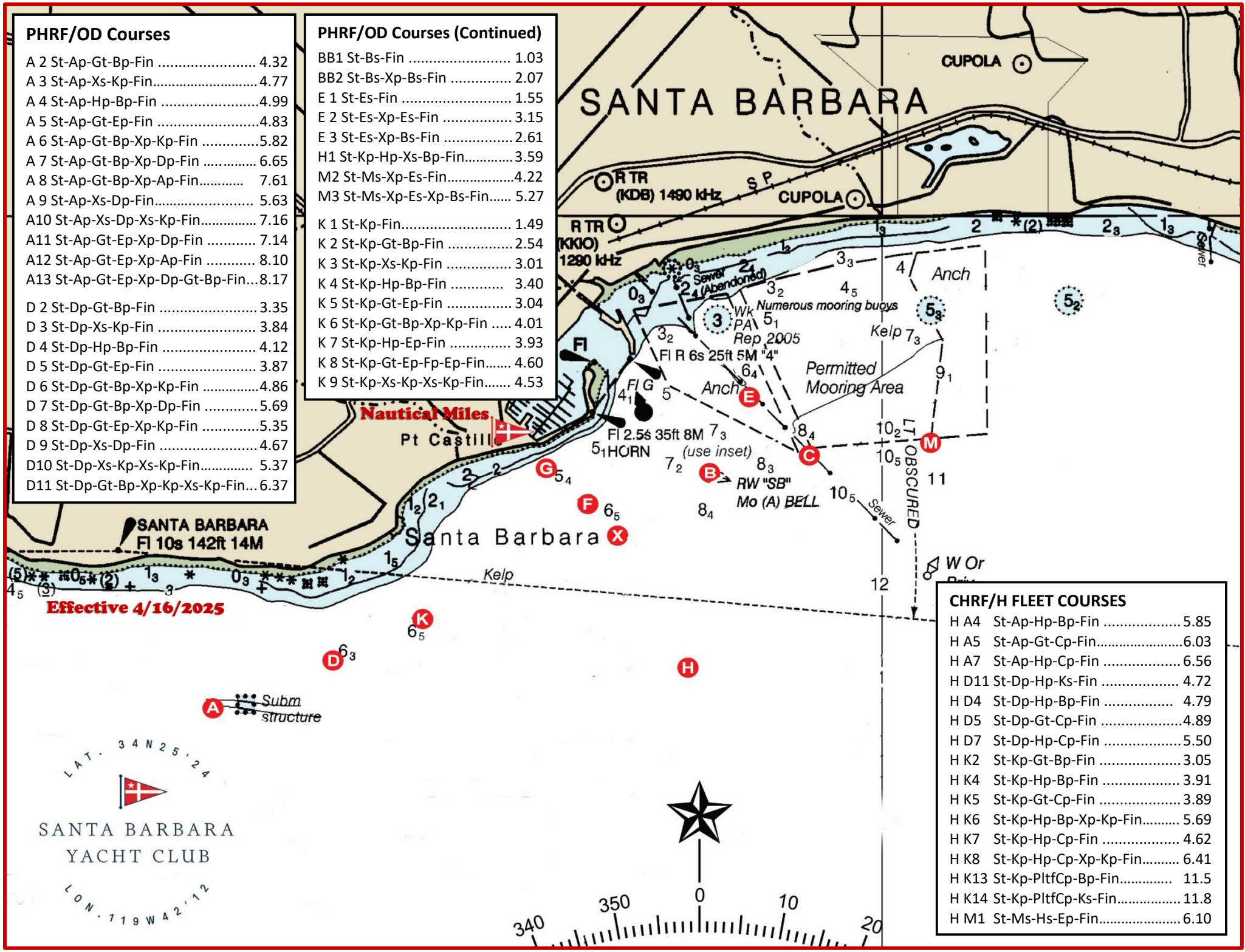
PHRF/OD Courses

A 2 St-Ap-Gt-Bp-Fin	4.32
A 3 St-Ap-Xs-Kp-Fin	4.77
A 4 St-Ap-Hp-Bp-Fin	4.99
A 5 St-Ap-Gt-Ep-Fin	4.83
A 6 St-Ap-Gt-Bp-Xp-Kp-Fin	5.82
A 7 St-Ap-Gt-Bp-Xp-Dp-Fin	6.65
A 8 St-Ap-Gt-Bp-Xp-Ap-Fin	7.61
A 9 St-Ap-Xs-Dp-Fin	5.63
A10 St-Ap-Xs-Dp-Xs-Kp-Fin	7.16
A11 St-Ap-Gt-Ep-Xp-Dp-Fin	7.14
A12 St-Ap-Gt-Ep-Xp-Ap-Fin	8.10
A13 St-Ap-Gt-Ep-Xp-Dp-Gt-Bp-Fin	8.17
D 2 St-Dp-Gt-Bp-Fin	3.35
D 3 St-Dp-Xs-Kp-Fin	3.84
D 4 St-Dp-Hp-Bp-Fin	4.12
D 5 St-Dp-Gt-Ep-Fin	3.87
D 6 St-Dp-Gt-Bp-Xp-Kp-Fin	4.86
D 7 St-Dp-Gt-Bp-Xp-Dp-Fin	5.69
D 8 St-Dp-Gt-Ep-Xp-Kp-Fin	5.35
D 9 St-Dp-Xs-Dp-Fin	4.67
D10 St-Dp-Xs-Kp-Xs-Kp-Fin	5.37
D11 St-Dp-Gt-Bp-Xp-Kp-Xs-Kp-Fin	6.37

PHRF/OD Courses (Continued)

BB1 St-Bs-Fin	1.03
BB2 St-Bs-Xp-Bs-Fin	2.07
E 1 St-Es-Fin	1.55
E 2 St-Es-Xp-Es-Fin	3.15
E 3 St-Es-Xp-Bs-Fin	2.61
H1 St-Kp-Hp-Xs-Bp-Fin	3.59
M2 St-Ms-Xp-Es-Fin	4.22
M3 St-Ms-Xp-Es-Xp-Bs-Fin	5.27
K 1 St-Kp-Fin	1.49
K 2 St-Kp-Gt-Bp-Fin	2.54
K 3 St-Kp-Xs-Kp-Fin	3.01
K 4 St-Kp-Hp-Bp-Fin	3.40
K 5 St-Kp-Gt-Ep-Fin	3.04
K 6 St-Kp-Gt-Bp-Xp-Kp-Fin	4.01
K 7 St-Kp-Hp-Ep-Fin	3.93
K 8 St-Kp-Gt-Ep-Fp-Ep-Fin	4.60
K 9 St-Kp-Xs-Kp-Xs-Kp-Fin	4.53

SANTA BARBARA



Effective 4/16/2025

CHRF/H FLEET COURSES

H A4 St-Ap-Hp-Bp-Fin	5.85
H A5 St-Ap-Gt-Cp-Fin	6.03
H A7 St-Ap-Hp-Cp-Fin	6.56
H D11 St-Dp-Hp-Ks-Fin	4.72
H D4 St-Dp-Hp-Bp-Fin	4.79
H D5 St-Dp-Gt-Cp-Fin	4.89
H D7 St-Dp-Hp-Cp-Fin	5.50
H K2 St-Kp-Gt-Bp-Fin	3.05
H K4 St-Kp-Hp-Bp-Fin	3.91
H K5 St-Kp-Gt-Cp-Fin	3.89
H K6 St-Kp-Hp-Bp-Xp-Kp-Fin	5.69
H K7 St-Kp-Hp-Cp-Fin	4.62
H K8 St-Kp-Hp-Cp-Xp-Kp-Fin	6.41
H K13 St-Kp-PltfCp-Bp-Fin	11.5
H K14 St-Kp-PltfCp-Ks-Fin	11.8
H M1 St-Ms-Hs-Ep-Fin	6.10

SANTA BARBARA
YACHT CLUB

LAT. 34 N 25.24

LONG. 119 W 42.12

Marks & Waypoints

A.....	N34 23.229 W119 43.167
B.....	N34 24.071 W119 40.764
C.....	N34 24.155 W119 40.329
D.....	N34 23.417 W119 42.630
E.....	N34 24.307 W119 40.562
F.....	N34 23.876 W119 41.344
G.....	N34 24.023 W119 41.442
H.....	N34 22.991 W119 41.113
K.....	N34 23.543 W119 42.150
M.....	N34 24.196 W119 39.779
X.....	N34 23.765 W119 41.270
Goleta.....	N34 24.682 W119 49.662
Pltf A.....	N34 19.914 W119 36.802
Pltf B.....	N34 19.941 W119 37.344
Pltf C.....	N34 19.979 W119 37.902
Pltf Henry.....	N34 19.983 W119 33.683
Pltf Hillhse.....	N34 19.877 W119 36.251

Gt=Gate (F-X) St=Start (G-F)

Fin=Finish (G-F)

Point To Point Legs

A-H.....	1.71 nm.....	84° mag
A-X.....	1.659 nm.....	71° mag
D-H.....	1.32 nm.....	95° mag
D-X.....	1.178nm.....	72° mag
E-X.....	0.798nm.....	221° mag
F-A.....	1.64 nm.....	233° mag
F-C.....	0.884 nm.....	58° mag
F-D.....	1.16 nm.....	233° mag
F-K.....	0.745 nm.....	230° mag
F-B.....	0.517 nm.....	54° mag
F-E.....	0.777 nm.....	61° mag
F-H.....	0.907 nm.....	154° mag
F-M.....	1.334 nm.....	76° mag
H-C.....	1.33 nm.....	15° mag
H-E.....	1.391 nm.....	22° mag
H-B.....	1.12 nm.....	1° mag
H-X.....	0.786 nm.....	337° mag
K-Pltf C.....	5.01 nm.....	122° mag
K-E.....	1.519 nm.....	46° mag
K-H.....	1.02 nm.....	109° mag
K-X.....	0.761 nm.....	59° mag
Ptlf C-B.....	4.73 nm.....	316° mag

INTERNATIONAL CODE

CODE FLAG AND ANSWERING PENDANT

A <small>ALPHA</small>		I have a diver down; keep well clear at slow speed.	N <small>NOVEMBER</small>		No (negative) or "The significance of the previous group should be read in the negative".
B <small>BRAVO</small>		I am taking in or discharging or carrying dangerous goods.	O <small>OCEAN</small>		Man overboard.
C <small>CHARLIE</small>		Yes (affirmative) or "The significance of the previous group should be read in the affirmative".	P <small>PAPA</small>		In Harbour (Blue Peter): All persons should report on board as the vessel is about to proceed to sea.
D <small>DELTA</small>		Keep clear of me - I am manoeuvring with difficulty.	Q <small>QUEBEC</small>		My vessel is healthy and I request free passage.
E <small>ECHO</small>		I am altering my course to starboard.	R <small>ROMEO</small>		No signal.
F <small>FOXTROT</small>		I am disabled. Communicate with me.	S <small>SIRIA</small>		My engines are going astern.
G <small>GOLF</small>		I require a Pilot.	T <small>TANGO</small>		Keep clear of me. I am engaged in port manœuvring.
H <small>HOTEL</small>		I have a Pilot on board.	U <small>UNIFORM</small>		You are raising into danger.
I <small>INDIA</small>		I am altering my course to port.	V <small>VICTOR</small>		I require assistance.
J <small>JULIETT</small>		I am on fire and have dangerous cargo on board, keep well clear of me.	W <small>WHISKEY</small>		I require medical assistance.
K <small>KILO</small>		I wish to communicate with you.	X <small>X-RAY</small>		Stop carrying out your intentions and watch for my signals.
L <small>LIMA</small>		You should stop your vessel instantly.	Y <small>YANKEE</small>		I am dragging my anchor.
M <small>MIKE</small>		My vessel is stopped & making no way through the water.	Z <small>ZULU</small>		I require a tug.

NUMERAL PENDANTS

1 	2 	3 	4 	5 
6 	7 	8 	9 	0 

SUBSTITUTES

FIRST SUBSTITUTE 	SECOND SUBSTITUTE 	THIRD SUBSTITUTE 
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 AUSTRALIAN MARITIME AUTHORITY

Important Contacts:

Harbor Patrol – VHF Channel 16 or 12 / (805) 564-5531

Santa Barbara Yacht Club – VHF Channel 71 / (805) 965-8112