



SANTA BARBARA YACHT CLUB  
**Club Handicap Racing Fleet**  
**Lady at the Helm**  
October 10, 2021  
**NOR/SAILING INSTRUCTIONS**



The Organizing Authority for the 2021 Club Handicap Racing Fleet (CHRF) Lady at the Helm Race 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 race will be governed by rules as defined in *The Racing Rules of Sailing* (RRS) and the Club Handicap Racing Fleet (CHRF) rules and by-laws.
- 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.
- 1.4 Appendix T, Arbitration, Rule T1, T2, T3, and T4 will apply.
- 1.5 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]
- 1.6 **As specified in the Deed of Gift; “The trophy is to be raced for annually by a Lady Skipper who is a member of the Santa Barbara Yacht Club or any female family member thereof. In addition, regular female crew members of currently qualified CHRF member boats are eligible if they have raced at least three times on that boat during the current year.” The Lady Skipper shall be at the helm at the start, finish, while rounding marks and throughout the race. Reasonable breaks are permitted. Per the donor's wishes, the term “member” is inclusive of all classes of membership in the Santa Barbara Yacht Club.**

## **2 ENTRY AND ELIGIBILITY**

- 2.1 This race is open to members of the Santa Barbara Yacht Club. The ‘member’ may enter any boat regardless of ownership and must assume financial responsibility by certifying that the vessel is, and will remain, and will remain, adequately insured when racing. ‘Member’ is defined as a member in good standing, or the spouse of a member in good standing.
- 2.2 Eligible boats will be considered ‘registered to race’ and ‘entered in a race’ by completing either a) and b) for a “qualified” boat or c) for a new boat.
  - a.) FLEET REGISTRATION: Register online via the FLEET REGISTRATION entry form at ([https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=21694](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=21694)). Fleet registration need only be done one time per calendar year and must be completed at least three days prior to the start of the first race they wish to compete in. It is the sole responsibility of the member to verify that the boat is listed as entered in the CHRF series on the Santa Barbara Yacht Club website, at least three days prior to the first race, of the calendar year, they wish to compete in.

b.) RACE DAY ENTRY: Eligible boats shall be entered in a race when the Skipper or crew member of the boat signs the boat in with the Race Committee (RC) [via the online form](#) on the day of the race and lists the name of the Skipper and the name of the SBYC member onboard for the race, if the skipper is not a member of SBYC.

c.) FIRST QUALIFIER: A member may register and enter for the first qualifying race on the day of the race. The registration must be complete, including insurance information, prior to signing up for the race. If the member is requalifying a previously qualified boat, the last handicap shall be used, if available. If the boat has not been previously qualified or if the last handicap is not available, the Race Committee or the Fleet Representative shall assign the initial start time for the first qualifying race.

- 2.3 To become eligible for race trophies, a boat must first have completed three CHRF races to establish a handicap rating.
- 2.4 Participating boats must have a SBYC member on board at all times in order to be scored. CHRF Committee may decide to not score boats violating this rule without a hearing. This changes RRS 63.1. [DP]
- 2.5 Each boat shall have a lady skipper member that meets the requirements of Rule 1.6. Each boat shall register the lady skipper with the race committee at sign in. If boats have not qualified and wish to use this as a qualifying race, they must still meet this Lady at the Helm rule.**

### **3 FEES**

There are no entry fees.

### **4 NOTICES TO COMPETITORS**

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

### **5 MANDATORY SIGN-IN**

Boats must sign in with via an online form available at <https://sbyc.org/racing> or [via the online form](#). Boats failing to do so may not be scored. Note that it is not acceptable to sign in by radio.

### **6 CHANGES IN SAILING INSTRUCTIONS**

Any changes to these sailing instructions will be posted at least one hour prior to the start of the race on the official notice board.

### **7 SIGNALS MADE ASHORE**

Signals made ashore will be displayed from the SBYC yardarm.

### **8 SCHEDULE OF RACES**

- 8.1 One race will be held on Sunday, October 10, 2021 with a warning signal at 1355 hours. The race will be a staggered start.
- 8.2 Individual boat starting times will be available for participants from the Race Committee and are available on the CHRF web site at <https://sbyc.org/chrf-racing>. Starting times are recalculated after each event. First time competitors will be assigned a start time by the CHRF handicap committee.

### **9 CLASS FLAG**

The Class Flag shall be numeral pennant '1'.

## 10 RACING AREA

The racing area will be as designated on the current SBYC course chart, which is available on the SBYC website or at the front desk of SBYC.

## 11 THE COURSE

- 11.1 Courses to be sailed will be taken from the current CHRF Start Time Course Chart. Course are plotted on the most current version of the SBYC Course Chart.
- 11.2 The course for each race will be posted on placards from the SBYC deck prior to the warning signal.
- 11.3 When a letter 'R' placard follows the course number, the course shall be sailed in the reverse direction. Marks shall be passed in reverse order and on the opposite side listed on the course chart. 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.
- 11.4 When a letter 'T' placard follows the course number, the course shall be sailed two times around. The start/finish line will be required at the beginning of the second lap.
- 11.5 The gate designated as 'Gt' on the SBYC course chart shall be between mark 'F' and mark 'X'.
- 11.6 All courses will be hailed over VHF channel 71. Failure for a radio to transmit or a competitor to hear the course hail shall not be grounds for redress.
- 11.7 Courses will not be shortened. This changes rule 32.

## 12 MARKS

- 12.1 Marks will be as designated on the current version of the SBYC course chart. All marks are situated near the GPS coordinates shown on the course chart, but are subject to natural influence.
- 12.2 Description of marks:
  - A, D, K, H, E, G, F, X – White cylinders with a yellow band around the middle.
  - C, M – White city anchorage boundary buoys with lights on top.
- 12.3 Any permanent mark may be substituted with a temporary or inflatable mark without prior notice. When Mark 'C' is not present, the white, cylindrical outfall buoy that is situated the closest to the GPS coordinates of Mark 'C' shall be rounded instead.
- 12.4 In the event of a missing mark with no temporary mark replacement, boats shall return to the starting line as soon as possible for a restart and monitor VHF channel 71.
- 12.5 When inflatable marks are used, these shall take precedence over any other appearing marks.

## 13 AREAS THAT ARE OBSTRUCTIONS

- 13.1 The areas defined by lines commencing at the nearest shores and connecting each contiguous City of Santa Barbara swim buoy are classified as obstructions. Boats crossing these lines shall exit the area immediately and retire from the race. [DP]
- 13.2 Visiting Cruise Ships including a 100-yard perimeter around the vessel are classified as obstructions. [DP]

## 14 THE START

- 14.1 The start will be in accordance with RRS Rule 26:

<u>Time</u>	<u>Sequence</u>	<u>Visual</u>	<u>Audible Signal</u>
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

- 14.2 Signals will be made from the SBYC yardarm.
- 14.3 The Starting Line will be between marks 'F' and 'G' on the current SBYC Course Chart.
- 14.4 The SBYC time clock will be used by the Race Committee as the official timing device and will be made available for skippers to set their timers.
- 14.5 Individual start times alluded to in 8.2 above that occur after the 1400 audible and visual will not be occasioned by either audible or visual signal from the RC.
- 14.6 A boat is considered racing from that point four minutes before her individual start time and when she finishes.
- 14.7 Yachts not yet racing shall stay clear of the starting area. [NP][DP]

## **15 RECALLS**

The RC will signal a premature start by displaying Code Flag 'X' with a sound signal. 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.

## **16 THE FINISH**

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

## **17 PENALTY SYSTEM**

- 17.1 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.'
- 17.2 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 may take 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 TIME LIMIT**

The first qualified boat in the race must finish by sunset or the race will be abandoned. If a qualified boat finishes by sunset, all other boats may continue to race until they finish. For staggered start races, the final finishing place will be based on order of finish. For mass start races, finish place will be determined by corrected time based on when the boat actually finishes. For all boats finishing under sail after sunset, handicaps calculations for the next race will be based on the time of sunset. This modifies rules 35 and A4.1.

## **19 PROTESTS**

- 19.1 Protests and Requests for Redress shall be written on US Sailing standard forms located at the SBYC front desk. Protests and requests for redress or reopening shall be delivered to the front desk or Race Committee within the appropriate time limit.
- 19.2 The protest time limit is within one hour of the protesting boat's finish time.
- 19.3 Appendix T – Arbitration, Rules T1, T2, T3, and T4 will apply.

- 19.4 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.
- 19.5 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.
- 19.6 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.
- 19.7 Boats wishing to retire from a race shall notify the race committee of their desire to do so no later than 1700 hours on the Saturday following the race they wish to retire from unless that retirement is a subject of a protest or arbitration hearing.

## **20 SCORING**

- 20.1 With a staggered start sequence, the order of finish will determine the scoring sequence.
- 20.2 The Series will be scored as provided in Appendix A of the RRS using the Low Point System except that a boat providing RC duty will be awarded 1½ points.
- 20.3 A boat receiving credit for providing RC duty for a race, but which nevertheless sails the course, shall not have her finish scored or her time recorded.
- 20.4 RRS Appendix A9, "Race Scores in a Series Longer than a Regatta", shall not apply to this Series.

## **21 RADIO COMMUNICATION**

Race competitors shall monitor VHF Channel 71.

## **22 PRIZES**

- 22.1 Race day trophies will be awarded at SBYC.
- 22.2 The Kathy Becker -CHRF Lady at the Helm Trophy will be awarded at the annual trophy dinner.

## **23 SAFETY**

Boat Owners participating in SBYC racing events must accept responsibility for the suitability of their vessel for each event entered; taking into consideration the distance, worse case sea conditions, the design and sea worthiness of the vessel for those conditions. Boat owners are expected to maintain their vessels in a commensurate manner.

Boat owners accept the responsibility to provide all safety equipment required by the Coast Guard, and such additional safety equipment it deems advisable for the conditions reasonably expected to occur during the race.

Boat owners are encouraged to become knowledgeable with safety equipment and rescue procedures by familiarizing themselves with the recommendations of national (US Sailing) and / or international racing authorities (ISAF) including the US Sailing Safety Equipment Requirements as stated in <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>. When local educational safety seminars are held, all boat owners are expected to attend to insure the highest level of safe racing knowledge.

Immediately prior to any race, the decision to race or not race is the sole responsibility of the boat owner or the owner's designee. At all times during a race, it is the boat owner's responsibility to continue or to retire based on unexpected conditions or equipment failure. Boat owners must

advise crew members of their responsibility to decide for themselves whether to race or not based on their own competence level.

**24 CREW / REPLACEMENT OF CREW**

Crew taking the place of the boat owner at the helm of a boat for longer than a brief period of time, shall be listed on the boat entry form, by the boat owner (either online or paper entry form) as an Authorized Skipper. There must still be a SBYC member on board at all times as stated in rule 2.4. The CHRF committee may choose to not score or disqualify boats that are found to have broken this rule without a hearing. This changes RRS 63.1. [DP]

**25 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.

**26 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance. [DP]