

# 2021 Fulmor Notice of Race



Race to beautiful Pelican Bay and enjoy paradise!

## 1. RULES

- 1.1 The regatta 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 “Coastal” for PHRF classes.
- 1.2 Membership with a valid rating certificate is required for the appropriate class association. Valid and current Southern Californian PHRF certificate in the online PHRF database ([www.phrfsocal.org](http://www.phrfsocal.org)) shall constitute proof of membership for each entrant. PHRF of Southern California (PHRF) is the Rating Authority (RA) for this race.
- 1.3 For PHRF classes, a yacht’s Area I Random Leg Course (RLC) Rating shall be used.
- 1.4 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident will apply.
- 1.5 When a conflict occurs between the notice of race and sailing instructions, the sailing instructions shall take precedence.

## 2. SAFETY REQUIREMENTS

- 2.1 Compliance with the current United States Coast Guard Regulations and the offshore safety regulations of the fleet in which they are competing is required.
- 2.2 Boats shall comply with the US Safety Equipment Requirements, (USSER) except as modified by the notice of race and the sailing instructions. The course is classified as a Coastal Race. The equipment requirements are available at: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>. The US Safety Equipment Requirements (USSER) are changed for the following sections:
  - 2.2.3 Add to USSER 2.4.1: Boats not designed for persons on the foredeck (example: Melges 24) shall be exempted from bow pulpit requirement.
  - 2.2.4 Add to USSER 2.4.8: Boats originally manufactured without toe rails shall have crew secured to jack lines when on the foredeck.
  - 2.2.5 USSER 2.5.3 shall be a requirement for the race when a permanently mounted bilge pump is not installed per USSER 2.5.1.
  - 2.2.6 USSER 2.5.1, 3.8.1, 3.18, 3.20 and 3.33.1 are recommendations for the race.
  - 2.2.7 USSER 3.19.1 the word “permanently mounted” is omitted. Instead, a handheld compass is allowable for the race.
  - 2.2.8 USSER 3.8.2 is changed to omit the final sentence requiring DSC/GPS capability. It is a recommendation for the race.

- 2.2.9 USSER 3.1.2 requirement for crotch or leg straps to be attached to Personal Flotation Devices will be waived.
- 2.2.10 USSER 3.6.2 and 3.6.6 for SOLAS flares is changed to allow boats to carry only U.S. Coast Guard approved flares.
- 2.2.11 USSER 4.3.2. requirement of: *At least 30% of those aboard the boat, but not fewer than two members of the crew, unless racing single-handed, including the person in charge, shall have attended a one-day or two-day US Sailing Safety at Sea Seminar within the last 5 years, including online courses when available, or other courses as accepted by US Sailing or other national authority,* is waived for the races. The Organizing Authority strongly recommends that person(s) in charge and others take the opportunity to attend upcoming seminar(s), including, when available, the 'On-Line' version.
- 2.3 Rules Part 2, "When Boats Meet" is replaced between the hours of local sunset and local sunrise by Part B—Steering and Sailing Rules, of the International Regulations for Preventing Collisions at Sea (IRPCAS). Competitors are also reminded that under the preamble of Part 2 of the Racing Rules of Sailing, boats racing must comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) when they meet other marine traffic.
- 2.4 An operating VHF radio with at least channels 12, 16, 22, 68, 71 and 78 is required.
- 2.5 All boats must monitor VHF Channel 16 after their start for the duration of the race. Competitors must obey directions given to them by any naval vessels on VHF Channel 16. No competitor may protest a boat for infringing this Rule. This modifies RRS 60.1.
- 2.6 A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of commercial ships, tugs, or barges in the race area. Boats must take evasive action well in advance of a potentially dangerous situation. A boat without way may use any means of propulsion to avoid commercial traffic that is under way provided:
  - (a) The boat does not gain an advantage, and
  - (b) Use of the propulsion is the boat's only means of avoiding the commercial traffic, and
  - (c) The boat submits a report to the race committee by the protest-filing deadline describing the incident and the boat's actions.

### 3. ELIGIBILITY AND ENTRY

- 3.1 The regatta is open to CHRF and PHRF classes.
- 3.2 Eligible boats may enter online at <https://www.sbyc.org/fulmor> by Saturday, August 21 at 0900.
- 3.3 There is no entry fee for this event.

### 4. SCHEDULE

*Saturday, August 21*

<b>Time</b>	<b>Event</b>	<b>Location</b>
0900	Competitor briefing	SBYC Lower Deck
1015	Warning signal for race 1 for all classes	Santa Barbara Channel
1020	Start signal for race 1 for all classes	
	Awards will be announced via VHF radio channel 71 at Santa Cruz Island	

*Sunday, August 22*

1100	Warning signal for race 2 for all classes	Santa Cruz Island – Pelican Bay
1105	Start signal for race 2 for all classes	
After Racing	Awards	SBYC Lower Deck

5. **COURSES**

The course on Saturday, August 21 will start at SBYC and end at Santa Cruz island. The course for Sunday, August 22 will start at Santa Cruz Island and end at SBYC. The courses will be described in further detail in the Sailing Instructions.

6. **SPINNAKERS**

Non-spinnaker rating adjustments will be given to boats that request the rating change at least one day in advance of the first warning signal.

7. **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.**

**Enter online at <https://www.sbyc.org/fulmor>**

**More Info: [racing@sbyc.org](mailto:racing@sbyc.org) / (805) 965-8112**