

SANTA BARBARA YACHT CLUB
SINGLE-HANDED HARBOR 20 RACE
September 12, 2021
Sailing Instructions

The Organizing Authority for the 2021 Singlehanded Harbor 20 Race will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 US Sailing prescriptions to rules 63.2, and 63.4 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.

2. SAFETY REQUIREMENTS

Boats shall comply with orders from the United States Coast Guard and adhere to US Coast Guard Regulations. 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.

3. ENTRY & ELIGIBILITY

- 3.1 This regatta is open to all members of the Santa Barbara Yacht Club (SBYC). Members of other clubs belonging to US Sailing may race as guests of Santa Barbara Yacht Club.
- 3.2 Classes invited include: Harbor 20.
- 3.3 Eligible boats may enter by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1130 on the day of the race. Race entry forms are available at the SBYC front desk or online at <https://sbyc.org/racing>. Exceptions are at the discretion of the Race Committee.

4. NOTICES TO COMPETITORS

Notices to competitors and amendments to these Sailing Instructions will be posted on the official notice board located on the lower deck of SBYC.

5. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 1130 hours on the day it will take effect.

6. SIGNALS MADE ASHORE

- 6.1 All signals made ashore will be displayed from the SBYC yardarm.
- 6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than sixty (60) minutes' in race signal AP.

7. SCHEDULE

One race will be held with a 1225 warning signal.

8. CLASS FLAGS

The class flag will be numeral pennant '1' .

9. - RESERVED -

10. SPINNAKERS

Spinnakers will not be allowed for this race.

11. CREW

The boat shall be helmed and crewed by one single person total.

12. RACING AREA

The racing area will be as designated on the current SBYC course chart.

13. THE COURSE

13.1 Courses will be taken from the current SBYC Course Chart. The course for the race will be posted on placards from the SBYC deck before the warning signal for each class.

13.2 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.

13.3 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.

13.4 The gate designated as 'Gt' on the current SBYC course chart shall be between mark 'F' and mark 'X'.

14. MARKS

14.1 Marks will be as designated on the current SBYC course chart. All marks are situated near the GPS coordinates shown on the current SBYC course chart, but are subject to natural influence.

14.2 Marks may be yellow, white, blue or orange cylinders except that: 'BB' is the red/white navigational bell buoy; and Mark 'C' & Mark 'M' are white and yellow city anchorage boundary buoy with a light. Any permanent mark may be substituted with a temporary or inflatable mark without prior notice.

14.3 In the event of a missing mark, boats shall return to the starting line as soon as possible for a restart and monitor VHF channel 71.

15. THE START

15.1 The start line will be between mark 'F' and mark 'G' as shown on the current SBYC course chart.

15.2 The race will be started using rule 26 with the warning signal given 5 minutes before the starting signal.

16. CHANGE OF COURSE AFTER THE START

16.1 The race committee may shorten a course. A shortened course will be signaled from the Santa Barbara Yacht Club deck before the leading boat has finished the leg.

16.2 The shortened course shall be signaled by displaying code flag 'S' with two sound signals and displaying the class placard(s) for the class or classes to be shortened.

16.3 The finish line for the shortened course shall be at the next required mark or gate.

i.) For legs to mark 'X', the shortened course will be finished between mark 'X' and the flagpole.

ii.) For legs to the start/finish line at the beginning of a second lap, the finish shall be between mark 'F' and mark 'G'.

iii.) For legs to the gate, boats will be finished between mark 'X' and mark 'F'.

16.4 In the event of an abandoned race, the race committee may notify competitors on VHF Channel 71 following the raising of code flag 'N' with the class placards of the abandoned classes. Separate announcements will be made for each class abandoned. Abandonment of one class does not constitute abandonment of other classes.

17. THE FINISH

The finish will be between mark 'F' and mark 'G', as shown on the current SBYC Course Chart.

18. PENALTY SYSTEM

18.1 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.'

18.2 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 takes 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.

19. PROTESTS AND REQUESTS FOR REDRESS

19.1 Protest forms are available at the front desk of SBYC. 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.

20. TIME LIMIT

The first boat must finish by 1500 or the race will be abandoned.

21. SCORING

The low point scoring system of Appendix A of the Racing Rules of Sailing will apply.

22. RADIO COMMUNICATION

22.1 The Race Committee will use VHF Channel 71 to communicate with competitors.

22.2 The Race Committee will use the VHF radios to make competitors aware of its intentions, the course to be sailed, starting times, course changes, On Course Side (OCS), postponements, and other information regarding the racing. Failure of the Race Committee to make a broadcast, the timing of a broadcast, or the failure of a boat to hear a broadcast shall not be grounds for redress under Rule 62.1(a).

23. PRIZES

Trophies will be awarded to the fleet winner(s). The number of trophies will be awarded depending on participation.

24. 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.**