

SANTA BARBARA YACHT CLUB PRESENTS



## Sailing Instructions

The Organizing Authority for the 2022 Hot Rum Series will be:  
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

### 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 “Near Shore” for PHRF classes.
- 1.2 Membership with a valid rating certificate is required for the appropriate class association. For Performance Handicap Racing Fleet (PHRF) classes, 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. [DP]
- 1.3 PHRF boats shall use Area I windward-leeward ratings and have current and valid PHRF rating certificates on the PHRF of Southern California website ([www.phrfsocal.org](http://www.phrfsocal.org)). Competitors from outside Area I shall use their PHRF regional windward-leeward rating.
- 1.4 US Sailing prescriptions to rule 63.2 will not apply.
- 1.5 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident and Rule V2 – Post-Race Penalties will apply.

### 2. SAFETY REQUIREMENTS

- 2.1 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. [DP]
- 2.2 Boats shall comply with the US Safety Equipment Requirements (USSER) except as modified by the notice of race and these sailing instructions. The course is classified as a Near Shore Race. The equipment requirements are available at: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>. [DP]

The US Safety Equipment Requirements (USSER) are changed for the following sections:

- 2.2.1 For USSER 3.19.1, the words ‘permanently mounted’ are deleted. A permanently mounted magnetic compass is a recommendation for the race.
- 2.2.2 Boats using a ‘One Design’ PHRF configuration may use that One Design classes’ published safety standards instead of the US Sailing Near Shore Safety Equipment Requirements.

**3. ENTRY & ELIGIBILITY**

- 3.1 Eligible boats may enter the series by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1030 hours on the day of the race. Race Entry Forms are available at the front desk of SBYC or online at <http://www.sbyc.org/racing> or at [https://www.regattanetwork.com/clubmgmt/applet\\_registration\\_form.php?regatta\\_id=23734](https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=23734). Exceptions may be made at the discretion of the Race Committee.
- 3.2 Classes invited include: PHRF, Harbor 20.
- 3.3 Valid PHRF rating certificates for PHRF boats must be on file with the PHRF office of Southern California no later than 1700 hours on February 17<sup>th</sup>, 2022. A certificate displayed online at [www.phrfsocal.org](http://www.phrfsocal.org) shall constitute proof of valid rating.

**4. FEES**

SERIES ENTRY FORMS MUST BE ACCOMPANIED BY AN ENTRY FEE OF:

	SBYC Member	Non Member
<u>Length Overall (LOA)</u>	<u>Entry Fee</u>	<u>Entry Fee</u>
Less than 21’ LOA.....	\$45	\$75
21’ to 30’ LOA.....	\$75	\$110
30.1’ to 45’ LOA.....	\$100	\$155
Greater than 45’ LOA.....	\$140	\$200

**5. COMMUNICATIONS WITH COMPETITORS**

- 5.1 Notices to competitors and amendments to these Sailing Instructions will be posted on the official notice board located on the lower deck of the Santa Barbara Yacht Club.
- 5.2 The race office is located at the Santa Barbara Yacht Club - 130 Harbor Way, Santa Barbara, CA 93109, on the southwest corner of the building.  
Telephone – (805) 965-8112, ext 114. Email – [racing@sbyc.org](mailto:racing@sbyc.org).
- 5.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.
- 5.4 The following communications may be made by the race committee on VHF radio channel 71:
  - Course number
  - Count downs to warning, preparatory, and start signals
  - Shortened course for one or more fleets
  - Abandonment of one or more fleets
  - On course side boats

**6. CHANGES IN SAILING INSTRUCTIONS**

Any change in the sailing instructions will be posted before 1120 hours on the day it will take effect.

**7. SIGNALS MADE ASHORE**

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

## **8. SCHEDULE**

- 8.1 A single competitor meeting will be held at 1100 hours on January 8, 2022 on the lower deck of SBYC. The current SBYC Course Chart will be made available at the front desk. Each boat will receive a starting time sheet calculated on the basis of the Hot Rum course lengths and the boat's PHRF handicap.
- 8.2 Races are scheduled with the first warning signal at 1230 hours.
- 8.3 Three races total are scheduled for the series with one race to be sailed on each scheduled day (January 8, February 5, February 26, 2022).

## **9. ON THE WATER POSTPONEMENT**

In the event of an on the water postponement, instructions will be hailed by the Race Committee over VHF channel 71. Flag AP will come down one minute prior to the new warning signal. Competitors are responsible for computing their new scheduled start times. Any incorrect calculations made by the competitors shall not be grounds for redress.

## **10. CLASSES & CLASS FLAGS**

The class flag will be numeral Pennant '1'.

## **11. CLASS DESIGNATIONS**

- 11.1 PHRF class breaks, if any, will be announced at the competitor meeting and posted on the notice board.
- 11.2 Harbor 20's shall start at their scheduled spinnaker start time and be scored as a separate one design class if three or more boats register and race.
- 11.3 Class breaks shall not be grounds for protest or redress.
- 11.4 A boat's election to sail non-spinnaker or spinnaker shall remain the same for the duration of the Hot Rum Series.

## **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 each race will be posted on placards from the SBYC deck.
- 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 or blue cylinders except that: 'BB' is the red/white navigational bell buoy; and Mark C is a 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 'G' and mark 'F' as described on the current SBYC course chart.
- 15.2 All boats will start in one reverse handicap staggered start. Races will be started using RRS 26 with the warning given 5 minutes before the start.
- 15.3 The race committee will make the official race clock available for all competitors immediately following the skipper's meeting.
- 15.4 A boat's starting time for each race's posted course is listed on the 'Attachment A – Hot Rum Start Times'. This sheet will be made available at the competitor meeting.
- 15.5 Boats whose start time is more than three minutes away shall keep clear of the starting area.

## **16. OCS NOTIFICATION**

- 16.1 The race committee will signal boats On Course Side (OCS) by displaying code flag 'X' and may hail the yacht on VHF channel 71. The flag will be displayed for four minutes or until the OCS start is corrected (whichever comes first). If another OCS occurs while the X flag is displayed, it will remain displayed for one minute or until both OCS starts are corrected (whichever comes first).
- 16.2 OCS boats that do not return within four minutes must start correctly even if the X flag is lowered. It is the responsibility of each boat to start correctly.

## **17. CHANGE OF COURSE AFTER THE START**

- 17.1 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.
- 17.2 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.
- 17.3 The finish line for the shortened course shall be at the next required mark or gate. For legs to mark 'X', the shortened course will be finished between mark 'X' and the flagpole. For legs to the start/finish line at the beginning of a second lap, the finish shall be between mark 'F' and mark 'G'.
- 17.4 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.

## **18. THE FINISH**

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

## **19. PENALTY SYSTEM**

- 19.1 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.'
- 19.2 Appendix V, Rule V2 – 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.

## **20. PROTESTS**

- 20.1 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.
- 20.2 The protest time limit is within one hour of the protesting boat's finish time.
- 20.3 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.
- 20.4 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.
- 20.5 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.

## **21. SCORING**

- 21.1 The low point scoring system of Appendix A will apply, except that each boat's series score shall be the sum of her scores for all races. One race must be completed to constitute a series.
- 21.2 Boats will be scored in their individual classes (if any) for each individual race and for the overall finish in PHRF. For the purposes of SBYC season championships, only overall scoring will be used.

## **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**

- 23.1 Prizes will be awarded to the top finisher(s) for each race. Prizes for the top overall finishers each day will be awarded based on the number of boats that start a race that day. Prizes for established classes will be awarded based on the number of boats in each class.
- 23.2 The Hot Rum Series Perpetual Trophy will be awarded to the overall PHRF winner of the series.

## **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.**