



*Santa Barbara Yacht Club*  
**Wilmot Hughes Ladies Race**  
Saturday, June 11<sup>th</sup>, 2022

## **NOTICE OF RACE / SAILING INSTRUCTIONS**

The Organizing Authority for the 2022 Wilmot Hughes Race will be:  
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

*The Wilmot Hughes Ladies' Race is the oldest women's event at the Santa Barbara Yacht Club having started in 1956. In 2012, the grandson of Wilmot Hughes, David P. Hughes updated the deed of gift to allow for SBYC female flag members, a wife of a SBYC flag member, a SBYC female junior flag member, or a daughter of a SBYC flag member to compete, as the original deed did not allow for female members as there were no female members at SBYC at the time of the trophy's inception. It is run as a staggered start PHRF (performance handicap) event. Recognized SBYC one design boats may use their standard one design rating given below without having a PHRF certificate. Come join us in celebrating and promoting the fastest growing demographic in our sport – the female sailor!*

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 event is 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”.
- 1.2 Membership for the appropriate class association is required. 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 series. Santa Barbara Yacht Club recognized One Design classes and Club Handicap Racing Fleet will be given provisional SBYC ratings as listed in ‘Attachment B – Provisional Ratings’. [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 penalty up to disqualification without hearing at the discretion of the Race Committee. This Changes Rule 63.1. [DP]

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- 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 race by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1200 hours on the day of the race. Race Entry Forms are available online on the racing calendar at <https://sbyc.org/racing>. Exceptions are at the discretion of the Race Committee.
- 3.2 Eligible competitors shall have valid PHRF Certificates. Valid PHRF rating certificates for PHRF boats must be online at [www.phrfsocal.org](http://www.phrfsocal.org) no later than 1200 on the day of the race. [DP]
- 3.3 Santa Barbara Yacht Club recognized One Design classes and Club Handicap Racing Fleet will be given provisional SBYC ratings as listed in 'Attachment B – Provisional Ratings'.
- 3.4 *The skipper of the boat entered in the Wilmot Hughes shall be a SBYC female flag member, a wife of a SBYC flag member, a SBYC female junior flag member, or a daughter of a SBYC flag member and be designated on the race entry form.*

### 4 FEES

There is no entry fee.

### 5 CHANGES IN SAILING INSTRUCTIONS

Any change in the Sailing Instructions will be posted before 1145 hours on race day.

### 6 COMMUNICATIONS WITH COMPETITORS

- 6.1 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.
- 6.2 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).
- 6.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.
- 6.4 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 or general recalls

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### 7 SIGNALS MADE ASHORE

Signals made ashore will be displayed from the SBYC yardarm.

### 8 SCHEDULE OF RACES

Saturday June 11, 2022

1200 Registration closes

1330 Warning signal

1335 Start

Awards After Racing

One race is scheduled.

### 9 CLASS FLAGS AND DESIGNATIONS

There will be only one class. The class flag will be numeral pennant '1'.

### 10 SPINNAKERS

Boats that register as non-spinnaker with the race committee by 1100 hours on the day of the race may use their PHRF non-spinnaker offset allowance as listed on their PHRF certificate. Boats without valid and current PHRF certificates may not use a non-spinnaker offset rating. The offset will be used for corrected time calculations.

### 11 CREW

The skipper of the boat must be a woman, be designated on the race entry, and meet the guidelines of Sailing Instruction 3.4. There is no other restriction on crew. The Race Committee may, at its sole discretion, disqualify boats that race without the designated woman skipper at the helm.

### 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 version of the [SBYC Course Chart](#). The course for each race will be posted on placards from the SBYC deck with the preparatory 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 SBYC course chart shall be between mark 'F' and mark 'X'.
- 13.5 For classes sharing a start sequence, the course placards will be posted adjacent to the corresponding class' fleet placard.
- 13.6 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.

### 14 MARKS

- 14.1 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.

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### 14.2 Description of marks:

A, D, K, H, G, F, X, E – White cylinders with a yellow band around the middle.

C, M – White city anchorage boundary buoys with lights on top.

14.3 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.

14.4 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.

### 15 AREAS THAT ARE OBSTRUCTIONS

15.1 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.

15.2 Visiting Cruise Ships including a 100-yard perimeter around the vessel are designated as obstructions.

### 16 POSTPONEMENT

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

### 17 THE START

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

17.2 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.

17.3 The race committee will make the official race clock available for all competitors immediately after the competitor meeting.

17.4 A boat's starting time shall be as indicated on the 'Start Times' sheet. This sheet will be made available online at <https://sbyc.org/racing> and at the SBYC front desk.

17.5 Boats whose start time is more than two minutes away shall keep clear of the starting area.

17.6 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 four minutes or until both OCS starts are corrected (whichever comes first). [NP][DP]

17.7 On Course Side 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.

### 18 CHANGE OF COURSE AFTER THE START

18.1 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.

18.2 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.

18.3 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

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on the SBYC deck.

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'.

iv.) For legs to mark 'F', the shortened course will be finished between mark 'F' and the flagpole on the SBYC deck.

### 19 THE FINISH

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

### 20 TIME LIMIT

The first boat must finish within 2.5 hrs of the starting time or the race will be abandoned.

### 21 PENALTY SYSTEM

21.1 The Scoring Penalty, RRS 44.3, applies. The penalty shall be a 30% Scoring Penalty calculated as stated in rule 44.3(c).

21.2 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.'

21.3 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.

### 22 PROTESTS, REQUESTS FOR REDRESS, & RETIREMENT

22.1 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 filed with the Race Committee within 45 minutes of the last boat in its class' finish time.

22.3 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.

### 23 SCORING

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

### 24 PRIZES

The Wilmot Hughes Perpetual Trophy will be awarded to the yacht with the lowest overall corrected time for the race. Individual trophies will be awarded to the class winners on the day of the race. The number of trophies to be awarded will depend on participation.

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### 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.**