



Santa Barbara Yacht Club

IRA P. FULMOR RACE TO PELICAN BAY & HOMEWARD BOUND RACE BACK

August 19 - August 20, 2023

SAILING INSTRUCTIONS

The Organizing Authority for the 2023 Ira P. Fulmor Race and Homeward Bound 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 events 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) shall constitute proof of membership for each PHRF 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 for both the Fulmor race and Homeward Bound races
- 1.4 Current SBYC Club Handicap Racing Fleet (CHRF) ratings will be used for CHRF entrants.
- 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 [DP]

- 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:
 - 2.2.1 USSER 2.4.4 is amended to add the sentence: Lifelines may be the same as those supplied as original equipment.
 - 2.2.2 Add to USSER 2.4.8: Boats originally manufactured without toe rails shall have crew secured to jack lines when on the foredeck.
 - 2.2.3 USSER 2.5.1, 3.8.1, and 3.33.1 are recommendations for the race.
 - 2.2.4 USSER 3.1.2 requirement for crotch or leg straps to be attached to Personal Flotation Devices will be waived.
 - 2.2.5 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.

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- 2.2.6 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. ENTRY AND ELIGIBILITY

- 3.1 The events are open to CHRF and PHRF classes. Boats with active ratings in both PHRF and CHRF will be automatically entered in both fleets unless by written request of the competitor by emailing racing@sbyc.org.
- 3.2 Eligible boats may enter both events at <https://www.sbyc.org/fulmor> by Saturday, August 19 at 0900.
- 3.3 There is no entry fee for this event.

4. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official online notice board located at:
<https://sbyc.org/fulmor>.

5. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted before 0915 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

6. SIGNALS MADE ASHORE

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

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7. SCHEDULE

Time	Event	Location
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Saturday, August 19 (Fulmor Race)

0900 Entries close for Fulmor Race and Homeward Bound Race

1025 Warning signal Fulmor Race for all classes SBYC Start Line

1030 Start signal for Fulmor Race for all classes

Awards will be announced via VHF radio channel 71 at Santa Cruz Island and at the August 23rd Wet Wednesday.

Sunday, August 20 (Homeward Bound Race)

1115 Warning signal for Homeward Bound Race for all classes Santa Cruz Island - Pelican Bay

1120 Start signal for Homeward Bound Race for all classes

After Racing Appetizers and awards SBYC Bar

*Awards will be announced at the August 23rd Wet Wednesday.

8. CLASS FLAGS & CLASS DESIGNATIONS

CLASS	FLAG
PHRF	Numeral Pennant '1'
CHRF	Numeral Pennant '1'

Rating breaks (if any) will be announced via email to registered competitors at 0900 on 8/19/23 and posted on the notice board.

9. RACING AREA

The racing area will be the Santa Barbara Channel between Santa Barbara and Santa Cruz Island as shown on the SBYC Long Distance Course Chart available at the front desk of SBYC or online at www.sbyc.org.

10. THE COURSES

- 10.1 The Fulmor Race course on Saturday, August 20 will be:
Start (SBYC) – A (p) – MCB (p) – Finish (Pelican Bay)

Leg 1 = 1.64 nm

Leg 2 = 10.60 nm

Leg 3 = 14.05 nm

Fulmor distance = 26.29 nm

- 10.2 The Homeward Bound course on Sunday, August 21 will be:
Start (Pelican Bay) – Diablo (s) – Finish (SBYC)

Leg 1 = 3.72 nm

Leg 2 = 19.58 nm

Homeward Bound Distance = 23.3 nm

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11. MARKS

11.1 Mark descriptions and waypoints:

Start (SBYC): The starting line for Saturday's race will be between marks 'F' and 'G' as described on the [SBYC course chart](#). The start is described in further detail in SI 12.

Location of F: N34 23.876 W119 41.344

Location of G: N34 24.023 W119 41.442

'A' Mark: A white cylinder with a yellow band and the letter 'A' on it as shown on the [SBYC course chart](#).

Location: N34 23.229 W119 43.167

'K' Mark: A white cylinder with a yellow band and the letter 'K' on it as shown on the [SBYC course chart](#).

Location: N34 23.543 W119 42.150

'MCB' (Mid Channel Buoy): Yellow NOAA Weather Buoy also referred to as 'East Santa Barbara Buoy' - https://www.ndbc.noaa.gov/station_page.php?station=46053

Location: N34 14.460 W119 50.340

Finish (Pelican Bay): An Orange Tetrahedron set off a point near the west end of Pelican Bay. The finish line is described in further detail in SI 13.1.

Location: N34 02.196 W119 42.039

Start (Pelican Bay): The start line for Sunday's race will be between an orange inflatable shape and a staff displaying an orange flag on the Race Committee Signal Boat. The start is described in further detail in SI 12.

Location: N34 02.196 W119 42.039

Diablo: A Yellow Tetrahedron set due north 1 nm off Diablo Point on Santa Cruz Island.

Location: N34 4.562 W119 45.492

Finish (SBYC): The finishing line for Sunday's race will be between marks 'F' and 'G' as described on the [SBYC course chart](#). The finish line is described in further detail in SI 13.1.

Location of F: N34 23.876 W119 41.344

Location of G: N34 24.023 W119 41.442

*Note that the above waypoints are in the GPS Coordinate format: DDD MM.MMMM.

** <https://www.ndbc.noaa.gov> has the MCB mark in Decimal Degrees format: DDD.DDDD.

***Conversions can be done at this site: <http://www.csgnetwork.com/gpscoordconv.html>

11.2 A, F, G, and K Marks will be described on the current [SBYC course chart](#).

11.3 Boats shall round a mark if visible, however in the event of a missing mark, boats shall round the waypoint as if the mark had been in place. [DP]

12. THE START

12.1 Races will be started by using rule 26 with the warning signal made five (5) minutes before the starting signal.

12.2 The starting line for Saturday's race will be between marks 'F' and 'G' as described on the [SBYC course chart](#).

12.3 The starting line for Sunday's race will be between an orange inflatable shape and a staff displaying an orange flag on the Race Committee Signal Boat.

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13. THE FINISH [DP]

- 13.1 The finishing line at Pelican will be between the northwest point of land near Pelican Bay and an orange tetrahedron located at the waypoint labeled 'Pelican' on the current SBYC Long Distance Course Chart and as shown in 'Attachment A: Finish Line-Pelican Bay'. If the race committee is not present when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity. Finish times should be taken by recording the time they passed the 'Pelican' waypoint within 200 yards to the west.
- 13.2 For Sunday's race, the Finish will be between marks 'F' and 'G' as described on the SBYC course chart.
- 13.3 Boats shall attempt to notify the RC by hail on VHF Channel 71 approximately 15 minutes ahead of their expected finish time, but due to island topography communication may be limited.

14. TIME LIMIT [NP][DP]

Any boats not finished by 1730 hours shall attempt to report their position to the RC on VHF 71 for safety purposes. Boats having not finished race 1 by 1000 on Sunday, 8/20/23 shall be scored DNF. Boats having not finished race 2 by 2000 shall be scored DNF.

15. PENALTY SYSTEM

The penalty system will be as described in RRS 44.

16. HEARING REQUESTS

- 16.1 Protests and Requests for Redress shall be filled out online at <https://forms.gle/2L7z19gjs2ixLaTH6>. Protests and Requests for Redress or reopening shall be filed with the Race Committee within one hour of the last boat in its classes' finish time.
- 16.2 Protest times and locations will be posted on the online 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.
- 16.3 At the discretion of the Race Committee, protests may be heard on the Wednesday following the event.
- 16.4 A request for reopening a hearing shall be delivered within 24 hours of the protest committee decision being posted on the official notice board. This changes rule 66.
- 16.5 A request for redress based on a protest committee decision shall be delivered no later than 24 hours after the decision was posted. This changes rule 62.2.

17. SCORING

- 17.1 Fulmor Race - A boat's score shall be the corrected time from Saturday's race. The Low Point System of Appendix A will apply.
- 17.2 Homeward Bound Race - A boat's score shall be the corrected time from Sunday's race. The Low Point System of Appendix A will apply.
- 17.3 One race is required to be completed to constitute a series.

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18. TROPHIES

- 18.1 Trophies will be given to all boats that arrive in Pelican Bay and again back at SBYC for the Homeward Bound Race.
- 18.2 The Ira P. Fulmor perpetual trophy will be awarded to the eligible boat that won the Fulmor Race.
- 18.3 Trophies will be awarded to the top finishers in each fleet.
- 18.4 The Fulmor Race is part of the Wilson Offshore Series and points will count towards Wilson Series standings.

19. HOSPITALITY

Santa Barbara Yacht Club will provide prepared dinner for purchase to racers after racing on Saturday in Pelican Bay. There will be complimentary post-race appetizer gift certificates for each boat competing on Sunday available for pickup at the SBYC front desk. Competitors should be prepared to provide their own lunches for both days and breakfast on Sunday.

20. RADIO COMMUNICATION

The Race Committee will monitor VHF channel 71 during the starting sequence and Channel 71 / Channel 16 thereafter. All boats are asked to monitor Channel 16 for safety.

21. 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.

22. FURTHER INFORMATION

For further information, please contact:

Regatta Chair: Tom Molyneux – tommolysb@gmail.com

SBYC Race Director: Brad Schaupter - racing@sbyc.org / (805) 965-8112

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ATTACHMENT A: FINISH LINE – PELICAN BAY

