



SANTA BARBARA YACHT CLUB
SWEETHEARTS' RACE

February 10, 2024



Notice of Race / Sailing Instructions

The Organizing Authority for the 2024 Sweetheart 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 This event 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".
- 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) 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). Competitors from outside Area I shall use their PHRF regional windward-leeward rating.
- 1.4 US Sailing prescriptions to rules 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. [DP]

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: PHRF classes.
- 3.3 Eligible boats may enter by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1100 hours on the day of the race. Race entry forms are available online at <https://sbyc.org/racing>. Exceptions are at the discretion of the Race Committee.

3.4 Eligible boats shall have valid PHRF Certificates or use SBYC recognized one design class ratings listed in Sailing Instruction 3.5. Valid PHRF rating certificates for PHRF boats must be on file with the Race Committee no later than 1100 hours on the day of the race.

3.5 One Design boats in SBYC recognized classes may enter this regatta without a PHRF certificate using the class ratings listed below, and at the discretion of the race committee.

Standard Ratings:

Harbor 20 = 204; J/70 = 114 J/105 = 90; Melges 24 = 90

Non-Spinnaker Ratings:

Harbor 20 = 227; J/70 = 152; J/105 = 119; Melges 24 = 118

3.6 Non-Spinnaker offsets may be used if indicated on the entry form.

3.7 **All entries must conform to Sailing Instruction 12 (CREW).**

4 COMMUNICATIONS WITH COMPETITORS

4.1 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.

4.2 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.

4.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.

4.4 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

5 CHANGES IN SAILING INSTRUCTIONS

Changes to these sailing instructions will be posted on the official notice board no later than one hour prior to the start of the race.

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

7.1 *Saturday, February 10*

1200 First Warning Signal

After Racing Awards and post-race hors d'oeuvres at SBYC

7.2 One race will be held simultaneously for the two divisions (double-handed & short-handed). The race will be started in reverse handicap order. The starting time for each boat will be provided at the competitor meeting and posted online at <https://sbyc.org/racing>.

8 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.

9 CLASS FLAGS

The class flag will be numeral pennant '1'.

10 CLASS DESIGNATIONS

Class breaks, if any, will be posted on the notice board.

11 SPINNAKERS

Non-Spinnaker offsets may be used if indicated on the entry form prior to the entry deadline.

12 CREW

12.1 A boat's crew shall consist of at least half female crewmembers. [DP]

12.2 Children under 11 years of age as of the day of the race are not counted towards crew count. [DP]

12.3 Short-Handed Division: A boat's crew shall be limited to a maximum number of male crewmembers (including skipper) which is indicated below, and unlimited female crewmembers. Boats may race with less than the number of male crewmembers prescribed below, however, boats that race with more than the prescribed number of male crew shall receive a penalty up to disqualification. [DP]

- Boats 23 to 29.9 feet 2 male crew, unlimited female crew
- Boats 30 to 38 feet 3 male crew, unlimited female crew
- Boats 38.1 to 50 feet 4 male crew, unlimited female crew
- Boats 50.1 to 65 feet 5 male crew, unlimited female crew
- Boats 65.1 and over 6 male crew, unlimited female crew

12.4 Double-Handed Division: Crewmembers are limited to 2 persons per boat with at least 1 being female. [DP]

12.5 Boats sailing with two persons total shall be scored in the double-handed division.

13 RACING AREA

13.1 The racing area will be as designated on the current SBYC course chart, which is available on the SBYC website – <https://www.sbyc.org>.

13.2 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 immediately and retire from the race.

14 THE COURSE

14.1 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.

14.2 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.

14.3 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.

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

15 MARKS

- 15.1 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.
- 15.2 Marks may be yellow, white or orange cylinders except that: 'BB' is the red/white navigational bell buoy; and Mark 'C' & Mark 'M' are white city anchorage boundary buoys with lights on top. Any permanent mark may be substituted with a temporary or inflatable mark without prior notice.
- 15.3 In the event of a missing mark, boats shall round the waypoint as if the mark were there.
- 15.4 All boats shall take Mark 'K' to starboard when on a leg to Mark 'D' or Mark 'A'. Additionally, all boats shall take Mark 'K' to port when on a leg from Mark 'D' or Mark 'A' to any other mark.

16 START

- 16.1 The start sequence shall be in accordance with RRS 26, with the warning given 5 minutes before the start.
- 16.2 The start line will be between mark 'F' and mark 'G' as shown on the SBYC course chart.

17 RECALLS

The Race Committee may attempt to hail any over-early boat(s) on Channel 71. Failure to hail or failure to hear the hail shall not be grounds for redress. It is the yacht's sole responsibility to start correctly.

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

19 THE FINISH

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

20 PENALTY SYSTEM

- 20.1 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.'
- 20.2 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.

21 TIME LIMIT

- 21.1 The first boat must finish by 1500 or the race will be abandoned.
- 21.2 All boats must finish within one hour of the first boat to finish, or they will be scored DNF.

22. HEARING REQUESTS

- 22.1 Hearing request forms for protests, requests for redress, and reopening of a hearing are available at the SBYC Front desk or through the US Sailing Racing Rules of Sailing App. Hearing request forms may be emailed to racing@sbyc.org or delivered to the SBYC Race Office and shall be submitted within the appropriate time limit.
- 22.2 For each class, the protest time limit is one hour after the protesting boat's finish time.
- 22.3 Hearing 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.
- 22.4 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.
- 22.5 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.

23 SCORING

- 23.1 The low-point scoring system of Appendix A will apply. One race is required to be completed to constitute a series.
- 23.2 Boats will be scored by order of finish with the exception of a shortened course, in which case boats will be scored by corrected time on distance according to each boat's handicap rating.

24 PRIZES

Prizes will be awarded to the top finishers in the double-handed and short-handed division.

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.**