

SANTA BARBARA



KING HARBOR

JULY 28, 2017

© Sharon Green /Ultimate Sailing

SAILING INSTRUCTIONS



The Santa Barbara Yacht Club

130 Harbor Way • Santa Barbara, California 93109

Fax (805) 966-4629 • www.sbyc.org • e-mail: cw@sbyc.org

Phone (805) 965-8112

July 28th, 2017

Welcome to the 45th annual Santa Barbara to King Harbor Race. On behalf of the officers, directors, members and staff of the Santa Barbara Yacht Club, we wish you the best as you and your crew embark on this prestigious offshore event.

For many of you that have raced in this event over the years, this is a time to reconnect with old friends, swap stories of life on the water and enjoy the camaraderie of the sailing community. While for others this may be the start of a new adventure in sailing, I guarantee everyone will have a great time enjoying the hospitality of the Santa Barbara Yacht Club.

Most of the volunteers from both clubs that put this event together have been involved for many, many years and take great pride in producing a professionally run race. Larry Leveille, Charlotte Valentine, Jeff Grange, Kathleen Baushke, Staff Commodore John Berryhill, Staff Commodores Debbie Helling and Staff Commodore Bill Webster are just a few examples of long term volunteers. We also have a number of newbies getting involved this year that have brought fresh ideas and excitement to the planning process. Dave Sadecki and April Pitcairn are two. Thank you, thank you, thank you to everyone that has worked so hard over the months to make it all happen.

I would also like to thank the Santa Barbara Waterfront Department, Kathy Sangster and Mick Kronman for their support in docking and slip assignments, our Santa Barbara Yacht Club Race Director Brad Schaupeter, GM Eric VanderWerff and Event Mgr Jenny Roberts for their professionalism and our Sponsors - Sea Coast Yachts, Harbor Marine Work, Blue Pacific Yachts, and Ullman Sails for their faithful support. Because of you, it works for all of us.

One last thought before I send you on your way; Please THINK SAFETY. As we all know, stuff happens out there and being prepared to handle problem is part of the sport we so dearly love. Make your journey a safe one.

Let's go Racing.

SC Doug Ewins
SB to KH Race Chairman



City of Santa Barbara

Waterfront Department

www.ci.santa-barbara.ca.us

June 20, 2017

Dear King Harbor Racers:

Welcome to Santa Barbara Harbor! While many of you have been here before, for some this may be your first visit. To accommodate you, we have enclosed a map of the Waterfront, including places to provision your boat, grab a meal or buy a trinket to remember us by. In addition, we appreciate your attention to the following details during your visit to our harbor:

Administration

Tel: 805.564.5531

Fax: 805.560.7580

Parking

Tel: 805.897.1965

Fax: 805.560.7580

Stearns Wharf

Tel: 805.564.5518

Fax: 805.963.1970

Harbor Patrol

Tel: 805.564.5530

Fax: 805.897.2588

Harbor Maintenance

Tel: 805.564.5522

Fax: 805.966.1431

PO Box 1990

Santa Barbara, CA

93102-1990

1. Santa Barbara Harbor's Clean Marina Program includes a required dye-tabling of your Marine Sanitation Device (MSD) upon arrival. Please check in at the Accommodation Dock for a quick MSD check before receiving your slip assignment from the race committee (or from Harbor Patrol if you are an early arrival) and before going to your assigned slip.
2. Remember, free sewage pump-outs (Marina One and Fuel Dock) and a bilge-water pump-out (Fuel Dock) are available for your use.
3. Harbor Patrol is located above West Marine. Look for the American flag.
4. If you want a keycard for access to marina facilities, you may purchase one at the Harbormaster's Office.
5. Alcohol use is confined to the marinas and is not allowed in public areas outside marina gates.
6. Please don't lay shore-power cords across marina walkways—on the dock or overhead. Boats rafted together or assigned to walkways will not have shore-power access.
7. Questions? Call Harbor Patrol at 564-5530, or hail them on Channel 16 VHF, then switch to Channel 12.
8. If you experience facilities problems at your berth, call Maintenance staff at 897-1974, or visit the Harbor Patrol Office in person.

Thanks again for visiting our beautiful harbor. I wish you all a safe, speedy and enjoyable trip to King Harbor.

Sincerely,

Mick Kronman

Mick Kronman
Harbor Operations Manager

2017 Santa Barbara to King Harbor Race

Schedule of Events

Tuesday, July 25th - SBYC

1000-1600

SBYC Race Office Open (805) 965-8112

Wednesday, July 26th - SBYC

0900-2200

Santa Barbara Yacht Club Open

1000-1600

SBYC Race Office Open (805) 965-8112

1130-1400

Lunch Menu served

1650

First Start for SBYC Wet Wednesdays

1800

SBYC Wet Wednesday BBQ and Party

**The SBYC Bar is always open once food is being served until the club is closed*

Thursday, July 27th - SBYC

0900-2400

Santa Barbara Yacht Club Open

1300-1900

Registration Desk Open

1130-1430

Lunch Menu served

1700

SBYC Party with live music

1800-2130

Santa Maria style BBQ

Friday, July 28th – SBYC / KHYC

0700-2200

Santa Barbara Yacht Club Open

0730-1000

Breakfast buffet (\$15 all inclusive)

0800-1000

Registration Desk Open

1155

First Warning Signal

- King Harbor Yacht Club Open all day –

Upon Arrival

Complementary snacks

Until 2am

KHYC Bar Open

Saturday, July 29th - KHYC

0700

King Harbor Yacht Club Open

0700-1000

Bloody Mary Bar

0800-1400

KHYC Breakfast & Lunch Served

1400

Merchandise Sales

1500

Awards Party – appetizers and music

1600

Awards presentation

1730

Shrimp Feed first seating

1900

Shrimp Feed Second Seating



2017 Santa Barbara to King Harbor Race

July 28th-29th, 2017

SAILING INSTRUCTIONS



The Organizing Authorities for the 2017 Santa Barbara to King Harbor Race will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109 &
The King Harbor Yacht Club (KHYC), 280 Yacht Club Way, Redondo Beach, CA 90277

I. GENERAL

- I.1 Santa Barbara Yacht Club and King Harbor Yacht Club invite skippers of eligible boats to enter under the conditions of the Notice of Race (NOR).
- I.2 PHRF of Southern California (PHRF) is the Rating Authority (RA) for mono-hulls.
- I.3 Offshore Racing Rule (ORR) and PHRF of Southern California are the rating authorities (RA) for the Fast 50 class.
- I.4 Ocean Racing Catamaran Association (ORCA) is the Rating Authority (RA) for multihulls.
- I.5 The term Skipper as used herein is defined as the person who is designated on the entry form, and for the purpose of RRS 46, is the person in charge as it relates to the Racing Rules of Sailing or any matters related to the 2017 Santa Barbara to King Harbor Race. The Skipper is responsible for compliance with the rules, the boat, its handling, safety, the conduct of its crew before, during, and after the race.

2. RULES

- 2.1 The race will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 2.2 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 entrant (except as noted in Sailing Instruction 2.3). Inclusion on the current ORCA rating list shall constitute proof of ORCA membership.
- 2.3 Boats competing in a properly entered One-Design class (including those competing under an alternative rating rule) need not provide PHRF rating certificates. However, boats without certificates will not be eligible for the overall competition. (This modifies the Notice of Race).
- 2.4 Cruising Class boats shall comply with PHRF Southern California Class Rules, Appendix D, CRUISING CLASS RACING. A Cruising Class boat's rating shall be their PHRF Base OWC rating as modified by the adjustments in PHRF of Southern California Class Rules in Appendix D or a boat's PHRF Corinthian OWC Rating. When available, a boat's PHRF Corinthian OWC rating will be used. Cruising Class boats may use free-flying headsails as referenced in Appendix D, 3.0 Cruising Class Additional Rules. A boat may also apply a Non-spinnaker offset to their rating if they will not use free-flying headsails (This modifies Appendix D, Section 3.0 a).
- 2.5 Cruising Class boats may use their motors within the rules set forth in "Attachment B - Cruising Class Motoring Rules and Log".
- 2.6 Rule 51, Movable Ballast is changed to allow the movement of sails that are not set.
- 2.7 Rule 51, Movable Ballast, and Rule 52 Manual Power are changed to allow the positioning of movable ballast by power on boats as designed and as rated by the RA. All movable ballast systems shall be capable of manual operation if powered systems are inoperable.
- 2.8 Rule 55 is changed to allow for the disposal of biodegradable material used to band spinnakers.
- 2.9 The Marine Industry Racer (MIR) Rule(s) of PHRF will not apply.
- 2.10 The U.S. Sailing prescriptions to rules 60, 63.2, and 63.4 will not apply.
- 2.11 In the case of a conflict, these Sailing Instructions will take precedence over the Notice of Race.

3. SAFETY REQUIREMENTS

- 3.1 Compliance with the current United States Coast Guard Regulations and the offshore safety regulations of the fleet in which they are competing is required.
- 3.2 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: http://www.ussailing.org/wp-content/uploads/DARoot/Offshore/SAS/US_SER_2017.0.pdf. The US Safety Equipment Requirements (USSER) are changed for the following sections:
 - 3.2.1 USSER 3.6.1 for SOLAS flares is changed to allow boats to carry only U.S. Coast Guard approved flares.
 - 3.2.2 Add to USSER 2.4.1: Boats not designed for persons on the foredeck (example: Melges 24) shall be exempted from bow pulpit requirement.
 - 3.2.3 USSER 2.4.4 is amended to add the sentence: For the 2017 race, lifelines may be the same as those supplied as original equipment.
 - 3.2.4 Add to USSER 2.4.8: Boats originally manufactured without toe rails shall have crew secured to jack lines when on the foredeck.
 - 3.2.5 USSER 2.5.1, 3.8.1, 3.18, and 3.33.1 are recommendations for the 2017 Santa Barbara to King Harbor Race.
 - 3.2.6 USSER 3.8.2 is changed to omit the final sentence requiring DSC/GPS capability. It is a recommendation for the 2017 race.
 - 3.2.7 USSER 3.1.2 requirement for crotch or leg straps to be attached to Personal Flotation Devices will be waived for the 2017 race.
 - 3.2.8 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 2017 Santa Barbara to King Harbor Race. 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.
- 3.3 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.
- 3.4 An operating VHF radio with at least channels 12, 16, 22, 68, 71 and 78 is required.
- 3.5 The minimum crew regulations are as stated in the bylaws for the appropriate class.
- 3.6 All boats are required to fly a radar reflector at spreader height or higher for the duration of the race.
- 3.7 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.

4. NOTICES TO COMPETITORS

Notices to Competitors will be posted on the official notice boards located on the lower decks of Santa Barbara Yacht Club and King Harbor Yacht Club.

5. CHANGES TO SAILING INSTRUCTIONS

Changes to the Sailing Instructions will be posted before 0900 hours, July 28th, 2017. The Race Committee will display the numeral pennant of the most recent change under code flag 'Lima' from the SBYC flagpole.

6. SIGNALS MADE ASHORE

Signals made ashore will be displayed on the SBYC flagpole.

7. RACE BURGEE

The Race Burgee shall be displayed from the starboard main shroud or halyard at spreader height for the duration of the race. This changes RRS 56.

8. CHECK-IN

Prior to the first warning signal, all racing boats must identify themselves to the check-in vessel on station near the entrance to the Santa Barbara Harbor by clearly displaying their sail number and the number of people on board on their packet envelope. Each boat is responsible for insuring that the check-in vessel verbally acknowledges her proper sail number and the number of people on board.

For boats too large to come within range of the check-in vessel, they may radio the check-in vessel on VHF channel 78.

9. CLASS DIVISIONS AND FLAGS

Class breaks, starting assignments, and class flags will be as described in "Attachment A – Start Schedule" and will be posted on the event website as well as the Notice Board.

10. SCHEDULE OF RACES

- 10.1 "Attachment A - Start Schedule" displays the starting schedule for the race and the order of starts. This attachment will be included in each boat's race packet.
- 10.2 The scheduled time of the warning signal for the first start is 1155.

11. THE COURSE

Start (as detailed in Sailing Instruction 12.4)

Anacapa Island to port

Redondo King Harbor Bell buoy (RW "RB" Mo (A) BELL) to port Finish, inside breakwater (see the attached King Harbor chartlet).

The approximate course to the first mark is 150 degrees.

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 Starting times are listed in "Attachment A - Start Schedule". The start signal of one class will be the warning signal for the next in each sequence.
- 12.3 There will be two separate lines defined by inflatable tetrahedrons at each end. Colors for each line will be described in "Attachment A - Start Schedule". In each case, the mark nearest the Race Committee Vessel will be separated from that vessel by approximately 50 feet. The area between the inboard marks, including the Race Committee Vessel, shall rank as an OBSTRUCTION. Vessels entering this area may be subject to disqualification by the Race Committee. Only the Race Committee may protest a boat for infringing this Rule. This modifies RRS 60.
- 12.4 The Starting Lines will be approximately a half of a mile south of Red Bell Buoy #A ("RW SB Mo (A) Bell") between the designated inflatable racing buoys. Two classes will start simultaneously. The designated line and starting time for each class appears in the "Attachment A - Start Schedule" Sheet.
- 12.5 Boats shall keep at least 50 yards clear of the starting area until after the starting signal of the class preceding her own. Only the Race Committee may protest yachts for failing to stay clear. This modifies RRS 60.

13. ON COURSE SIDE

- 13.1 As a courtesy, the Race Committee will attempt to notify recalled boats by hailing their sail number over VHF channel 71. Failure of a boat to see or hear her recall notification shall not be grounds for redress. A boat's position in the sequence of hailed numbers or broadcast numbers shall not be grounds for redress.
- 13.2 A boat starting prematurely between her preparatory signal and her starting signal, which fails to return and restart, will be penalized by the addition of 30 minutes to her elapsed time. (This modifies RRS 29.1) A boat starting prior to her class preparatory signal that does not return to restart correctly will be scored a DNS (Did Not Start).

14. GENERAL RECALL

Classes recalled in a General Recall will start at the next starting interval after the last scheduled (or previously recalled) class on the originally assigned line. (This modifies RRS 29.2).

15. RADIO COMMUNICATION

The Race Committee start boat will make broadcasts on Channel 71 that will contain information on class starts, time countdown, on course side boats, and announcements dictated by special circumstances regarding the race. Channel 71 should not be used for hailing by race participants between 1130 and 1230 hours during starting procedures. Failure of any radio announcement shall not constitute grounds for redress.

It is anticipated that Channel 71 will be the Race working channel between Santa Barbara and King Harbor. Emergencies would require use of Channel 16.

16. ASSISTING BOATS IN DISTRESS

The Race Committee will consider an appropriate time allowance for time lost while aiding a vessel in distress only if redress is requested as described in Rule 62.

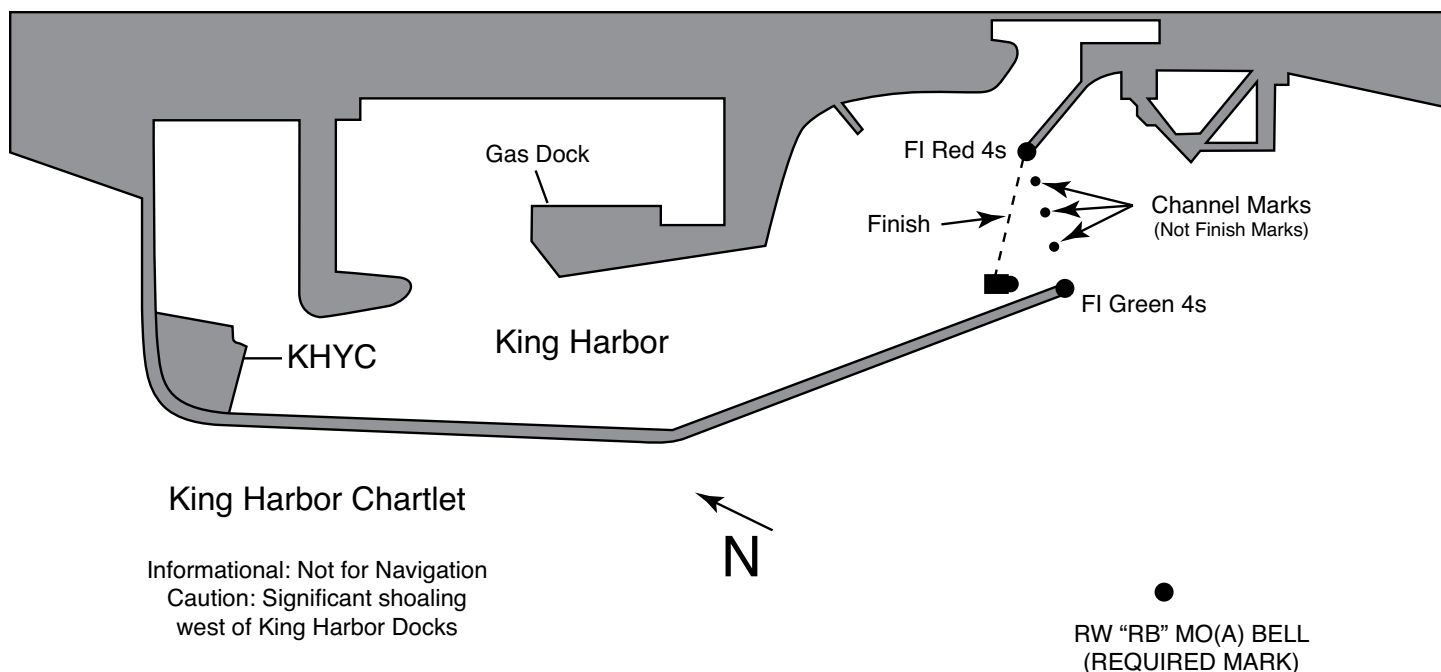
17. RACE DISTANCE

The rated Handicap Distance is 81 Nautical Miles.

18. THE FINISH

- 18.1 The finish line is between an orange flag on the Race Committee vessel moored just inside the King Harbor breakwater and the flashing red harbor entrance light (FL R 4 sec) on the south jetty, (see the attached King Harbor chartlet).
- 18.2 Each boat shall hail the Race Committee and display her packet number as she crosses the finish line. Sailors are advised that if you cross the finish near the leeward end of the finish line, your sail number may not be visible. After receiving a finish horn, you are advised to sail close to the Race Committee boat to ensure that your sail number has been identified. The responsibility rests with each boat to insure that the Race Committee has made positive identification. Failure to establish identity may result in a score of DNF (Did Not Finish). Finishing yachts requesting dockage shall have on deck ready for deploying, an anchor and sufficient ground tackle. Failure to comply could result in being denied docking privileges.

CAUTION: 1) There have been past circumstances where vessels after finishing have remained in the finishing area resulting in "close calls". Caution is advised. 2) Boats will be met and directed to their moorings by KHYC escort vessels. Please follow the directions of these vessels and do not proceed until told to do so.



19. ABSENCE OF RACE COMMITTEE

The United States Sailing Association prescribes that in the absence of the Race Committee; a boat shall take her own time when she finishes and report the time taken to the Race Committee as soon as possible. If there is not an established finish line, the finish line shall be a line extending approximately 100 yards on a 245-degree magnetic bearing from the "FL R 4 sec" jetty light. (See the attached King Harbor chartlet).

20. TIME LIMIT

Boats failing to finish by 1600 hours, Saturday July 29th, 2017 will be considered Did Not Finish (DNF). This changes rule 35. It is essential that each boat notify the Race Committee at her earliest opportunity if she retires from the race or is still at sea at 1600 hours Saturday. Failure to do this may result in the rejection of future entries in this event.

Notification may be made by any of the following methods:

- Hail the Race Committee on station at the finish line.
- Contact KHYC by VHF Ch. 78 or cell phone (310) 968-4426.

21. PENALTY SYSTEM

Boats protested and found by the Protest Committee following a hearing to have broken a rule for equipment or safety violation under US Safety Equipment Regulations (USSER) or US Coast Guard (USCG) requirements, shall be penalized. The Protest Committee will apply a minimum of ten (10) minutes added to the boat's recorded elapsed time, up to a maximum of disqualification (DSQ) for each found violation. This changes rule 64.1.

22. PROTESTS AND REQUESTS FOR REDRESS

- 22.1 Protest and requests for redress must be filed at the KHYC message center desk within two hours after finishing. Protest hearings will begin on Saturday at 1000 hours in approximately the order received. Changes in this procedure will be posted on the KHYC bulletin board.

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- 22.2 Yachts intending to file a protest or request redress shall notify the finishing boat upon finishing either on VHF channel 78 or hailing. Failure to do so may result in the denial of a protest or redress hearing.
- 22.3 Protest forms are available downstairs at the KHYC Regatta bulletin board.

23. TROPHIES

Trophies will be awarded to the top finisher(s) in each class based on participation. The trophy presentation will take place at the King Harbor Yacht Club at 1600 on Saturday, July 29th, 2017.

24. ADDITIONAL INSTRUCTIONS FOR CRUISING CLASS

Paragraphs 25 through 31 apply only to Cruising Class boats.

25. CRUISING CLASS ADJUSTMENTS

In accordance with Appendix D, paragraph 4.0 of the PHRF Class Rules, a Cruising Class Boat's Race Rating for this race shall consist of the boat's PHRF Off Wind Course (OWC) Rating, as shown on the valid Rating Certificate, plus or minus the adjustments shown in Appendix D of the PHRF Class Rules OR a boat's PHRF Corinthian OWC rating. Boats may only use rating adjustments from Appendix D or a PHRF Corinthian rating as described in Appendix F of the PHRF of Southern California Rules, but not both. When available, a boat's PHRF Corinthian OWC rating will be used.

26. CRUISING CLASS ENGINE USE

- 26.1 An engine may be used for charging batteries, pumping bilges or supplying power for weighing anchor or refrigeration while in neutral. In addition, Cruising Class participants may use an engine for propulsion within the limitations stated below.
- 26.2 A vessel's speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as $1.34 \times \text{Square Root (LWL)}$, where 'LWL' is the length of the waterline in feet.
- 26.3 A vessel's engine may not be put in-gear within thirty (30) minutes after that vessel's start time as stated in PHRF Class Rules, Appendix D, Rule 2.0, item c.
- 26.4 A vessel's engine may be in-gear within three miles of the finish line. This changes PHRF Class Rules, Appendix D, Rule 2.0, Item c(3).

27. RECORDING REQUIREMENTS

- 27.1 The skipper shall record on the Cruising Class Engine Log (as shown on Attachment B) both the GPS Latitude and Longitude position of the boat (to the second decimal place of a minute) and the GPS time (to nearest second) on each occasion when the engine was put in-gear and was taken out of gear.
- 27.2 A minimum of 30 minutes shall be recorded each time the engine is put in-gear.
- 27.3 Record the total engine in-gear propulsion time in MINUTES.

28. FILING THE 2017 SANTA BARBARA TO KING HARBOR CRUISING CLASS ENGINE LOG

- 28.1 All Cruising Class participants that finish shall file a Cruising Class Engine Log, as shown in Attachment B of these Sailing Instructions, **even if the engine is not used.** The Cruising Class Engine Log will be included in the Skipper's Packet. The Cruising Class Engine Log must be submitted to the KHYC Race Office within four (4) hours of the boat's finish time, or by 1600 hours on Saturday, July 30, 2016, whichever is earlier.
- 28.2 A Cruising Class boat failing to correctly complete and file her Cruising Class Engine Log, may be protested by the Race Committee and may be penalized up to a Disqualification (DSQ) by the Protest Committee following a hearing.

-
- 28.3 ENGINE USE IMPACT ON FINAL CORRECTED TIME - An adjustment equal to $(\text{IN-GEAR-TIME} \times 0.40 \times \text{Square Root (LWL)})$ will be added to the Corrected Time to produce a Final Corrected Time.

29. CRUISING CLASS PERMITTED EQUIPMENT

- 29.1 Whisker Poles may be used and are limited in length to 1.4 time the 'J' measurement. One end shall be attached to the foremost mast.
- 29.2 Double headsails, double head rigs, and multi-masted vessels are allowed.
- 29.3 Power winches are allowed. This changes rule 52.

30. OTHER CRUISING CLASS REQUIREMENTS AND INFORMATION

- 30.1 Competitors in the Cruising Classes are reminded that under the International Regulations for Preventing Collisions at Sea (IRPCAS) that they are required to exhibit a white masthead light aloft when under power.
- 30.2 Rig bands for the 'P' and 'E' measurement are not required. However, the mainsail must measure to the reported dimensions.
- 30.3 Sail dimensions are not required to be marked on the sails.
- 30.4 It is the responsibility of the skipper to notify the Organizing Authority prior to racing of ANY changes in equipment affecting the Adjustments. Additionally, the skipper shall notify PHRF of any changes to a boat's rated configuration. Failure to notify the Organizing Authority or PHRF may result in a protest and disqualification from the race.
- 30.5 Cruising Class boats finishing under power (motoring) shall have the mainsail raised. A boat failing to have the mainsail raised may be protested by the Race Committee and may be penalized by having sixty (60) minutes added to her elapsed time by the Protest Committee following a hearing.

31. CRUISING CLASS PHRF NON-SPINNAKER OFFSET

The PHRF Non-Spinnaker Offset shall be added only to boats racing Non-Spinnaker in the Cruising Class. The Race Rating for a boat racing Non-Spinnaker in the Cruising Class shall be the PHRF Base OWC Rating + PHRF Non-Spinnaker Offset + any Cruising Class Adjustments, or in the case of PHRF Corinthian rated boats, PHRF Base OWC Rating + PHRF Non-Spinnaker Offset.

32. INSURANCE

Each participating boat shall be insured with valid combined single limit watercraft liability insurance in and amount not less than \$300,000.

33. DISCLAIMER OF LIABILITY

Competitors participate in this race entirely at their own risk. See RRS 4 Decision to Race. The Organizing Authority will not accept liability for damage or personal injury or death sustained in conjunction with, prior to, during, or after this Race.

Special thanks to the following supporters of the 2017 Santa Barbara-to-King Harbor Race:

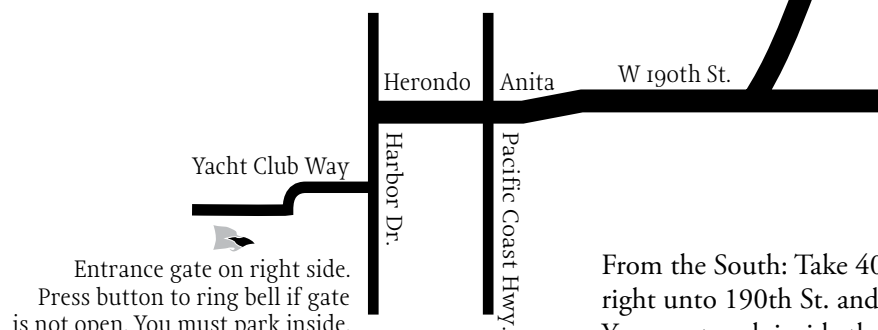
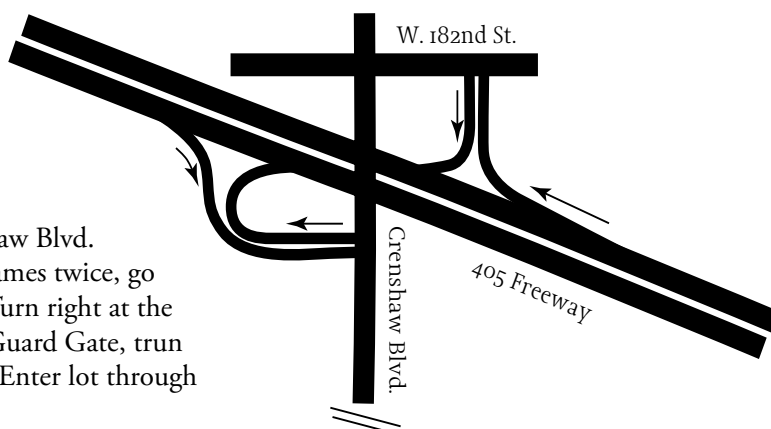
Santa Barbara Harbormaster & Crew

King Harbor Yacht Club Race Crew • Santa Barbara Yacht Club Race Crew

Sharon Green/Ultimate Sailing • Scott Gordon Haagen/Typecraft Printing • Kathleen Baushke

King Harbor Yacht Club

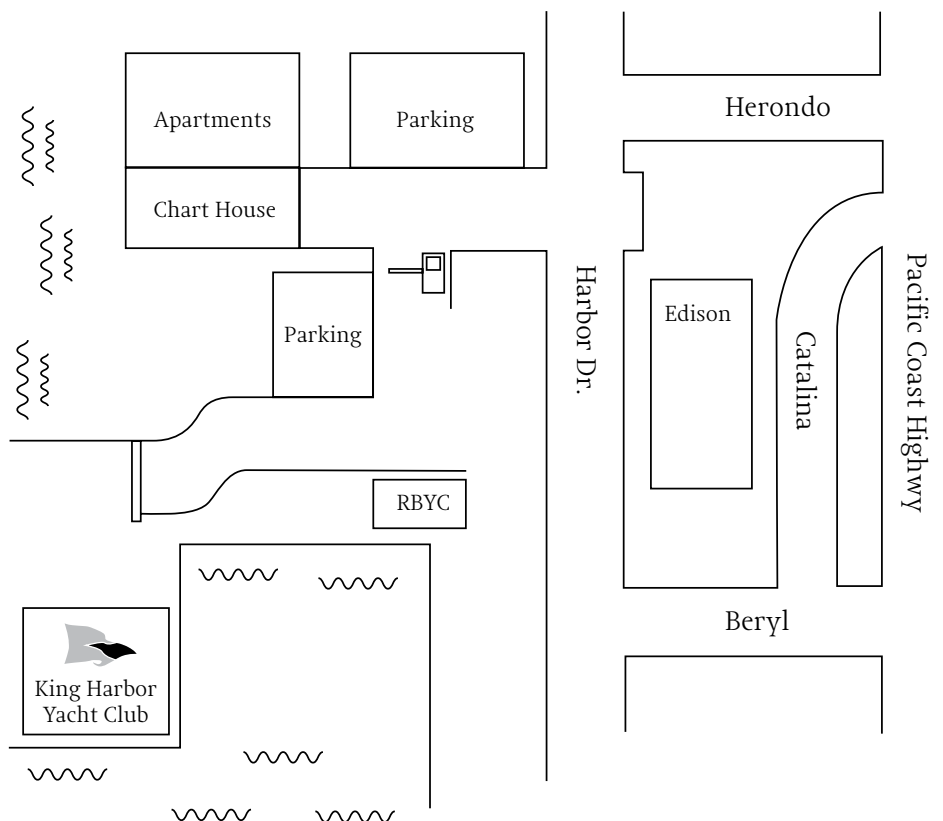
From the North: Take 405 South, exit Crenshaw Blvd. Make a right onto 190th St. (street changes names twice, go straight.) Dead-end at Harbor Dr., turn left. Turn right at the first street, Yacht Club Way. Go through left Guard Gate, turn right and follow the winding road to the end. Enter lot through gate on left. Club is on your left.



Entrance gate on right side.
Press button to ring bell if gate is not open. You must park inside.

From the South: Take 405 North, exit Crenshaw Blvd. Make a right unto 190th St. and follow from the North directions. You must park inside the KHYC lot. Distance is approximately five miles from the freeway.

Please park inside the KHYC parking lot to avoid being ticketed.
Carpooling is greatly appreciated.



2017 Santa Barbara to King Harbor Race

Santa Barbara Leg

July 28-29, 2017

Santa Barbara Facility Information

**All facilities are also shown on 'Attachment H – Santa Barbara Harbor Map'*

BOAT DELIVERY AND ARRIVAL

Santa Barbara slip reservation may be done through the online entry process available online at <https://sbyc.org/2017-sb-kh/>. Dockage will be available for pre-registered boats at the fee of \$1.00 per foot per night. The boat arrival date and accurately calculated fees must be included with each entry. Unpaid entries will not receive dock space.

Santa Barbara - Upon arrival by sea to the Santa Barbara Harbor, each boat is asked to call the Santa Barbara Harbor Department on VHF Channel 12. The Harbor Department will ask boats to proceed to the Accommodation Dock at the west end of the harbor directly in front of the Harbor Department to receive a dye tab in their tank. Competitors may then radio the Santa Barbara docking committee on VHF Channel 78 to receive their slip assignment. In some circumstances due to the size of a boat, the harbor department may ask the vessel to go directly to their assigned slip over the radio. As a policy, the Harbor Department and docking committee do not release slip assignments in advance.

King Harbor - Upon finishing in Redondo Beach, yachts requiring guest moorage will be met by KHYC docking committee boats to be escorted to a mooring location. The docking committee will monitor Channel 78. Boats should be equipped and prepared to anchor if necessary.

MARINA GATE ENTRY

The Marina One entrance is located just a short jaunt down from SBYC as shown in 'Attachment H – Santa Barbara Harbor Map'. Marina gate cards can be purchased for \$7 each from the harbor department (located next to SBYC).

YACHT CLUB FACILITIES

The yacht club facilities will be open to all competitors as stated on the 'Attachment S - Santa Barbara Schedule of Events'. The yacht club accepts credit card charges only for visitors with the exception of the Wet Wednesday Regatta where cash will also be accepted to buy drink tickets and meal tickets.

RESTROOMS / SHOWERS

The Marina restrooms are accessible with a marina gate card. The yacht club restrooms are available during regular operating hours or with a SBYC parking lot gate card after hours. Public restrooms are also available adjacent to the harbor public parking lot. Most restroom facilities have showers.

ICE & SUPPLIES

There is a Harbor Market located adjacent to SBYC with ice available for purchase. There is also limited ice at SBYC on the west deck downstairs. Key is available at the front desk.

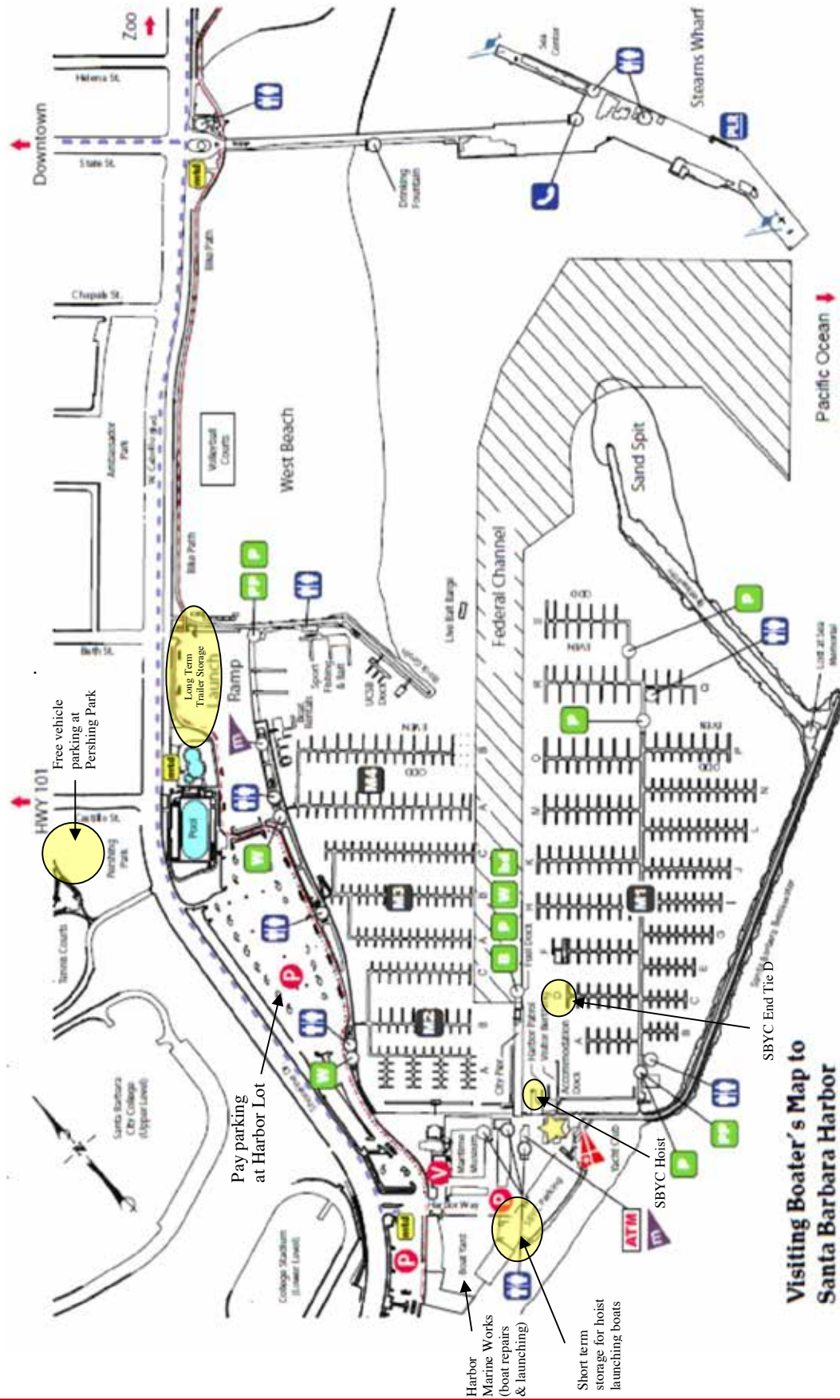
exceptional craftsmanship



unparalleled convenience

harbormarineworks.com

'Attachment H – SB Harbor Map'



Visiting Boater's Map to Santa Barbara Harbor

	Harbormaster		Marina Area		Fish Station		Yacht Club		Bike Path
	Parking		ADA Restrooms		Porta Potty		Mini-mart		Bus Shuttle Stop
	Valet Parking		Telephone		Pumpout		Battery Disposal		Bus Shuttle Route
	Automatic Teller		Loading Ramp		Bilge Station		Waste Oil Station		Public Pool

City of Santa Barbara | Waterfront Department
132-A Harbor Way, Santa Barbara CA 93109
Harbormaster's Office: (805) 564-5530
Map last updated: 04/21/2010

2017
SB to KH
Race



PHOTO BY JOY SAILING

SPEED DOWNWIND



Pass your competition. The Ullman Sails Red Line Spinnaker Series offers custom downwind racing sails that maximize your boat speed across the entire wind range. Contact your local loft to optimize your downwind inventory before your next race.

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ULLMAN SAILS SAN FRANCISCO & MONTEREY BAY

David Hodges | 831.454.0868 | dhodges@ullmansails.com

Attachment B – Cruising Class Motoring Log

Santa Barbara to King Harbor Race 2017

BOAT NAME _____

SAIL NUMBER _____

FINISH TIME _____ AM ☐ PM ☐ ON _____

IN GEAR OR OUT OF GEAR	DATE	TIME	LATITUDE	LONGITUDE	ENGINE IN GEAR MINUTES
START	7/28/17				
FINISH					
TOTAL MINUTES IN GEAR					

Skipper/Charterer		Crew Member One		Crew Member Two

FILING – This Cruising Class Engine Log must be submitted to the KHYC Message Center Desk within four (4) hours of the boat’s finish time, or by 1600 hours on Saturday, July 29, 2017, whichever is earlier. The skipper and two crew members shall certify that the Engine in Gear Time and LAT/LON locations reported are true and accurate.

LIMITATIONS – Total engine propulsion time is not limited for Cruising Class boats. A vessel’s speed in knots may not exceed its hull speed while the engine is in-gear propelling the boat. Hull speed is defined as $1.34 \times \text{Square Root (LWL)}$, where ‘LWL’ is the length of the waterline in feet.



Blue Pacific Yachts

255 Portofino Way • Redondo Beach, CA 90277

310-798-1675 Office

310-418-0282 Vicki Becker, Broker

310-923-5251 Milo Zangl, Sales

info@bluepacificyachts.com • bluepacificyachts.com

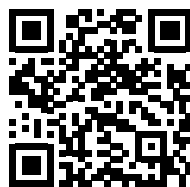
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Have a Great Race

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Long Beach	562.431.8699
Newport Beach	949.673.3354
San Diego	619.209.7360