



Santa Barbara Yacht Club

Tower Race #2
Race 6 of the SBYC Wilson Series
October 11, 2025

SAILING INSTRUCTIONS

The Organizing Authority for the 2025 Tower Race 2 will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

1. RULES

- 1.1 The 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” for PHRF classes.
- 1.2 The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.3 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.
- 1.4 US Sailing prescriptions to rule 63.2 will not apply.
- 1.5 A yacht’s Area I Random Leg Course (RLC) rating shall be used for the race.
- 1.6 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident and Rule V2 – Post-Race Penalties will apply.
- 1.7 The navigation rules of the International Regulations for Preventing Collisions at Sea (IRPCAS) replaces RRS Part 2 from sunset (18:26 PDT) until sunrise (7:04 PDT).
- 1.8 Rule 60.4(a)(2) is changed as follows: ‘(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or’.
- 1.9 Waivers: Individual boats, or boats interested in forming a class whose class rules or configuration prevents her from complying with some of the requirements of these Sailing Instructions may petition for a waiver from the OA.
 - 1.9.1 Justification of any deviation and alternative means of compliance should accompany petitions to participate or establish a class.
 - 1.9.2 The OA will respond in accordance with RRS 76.1.
 - 1.9.3 Receipt of petitions and the subsequent decisions to grant or deny a waiver are at the sole discretion of the OA.

2. SAFETY REQUIREMENTS [DP]

- 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 conform at all times to regulations regarding commercial traffic. Any boat that retires from a race shall notify the race committee as soon as possible. [DP]
- 2.3 Any boat that retires from the race shall notify the race committee as soon as possible by calling on VHF channel 71 or calling or texting the SBYC Race Director at (310) 850-5213. [DP]
- 2.4 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:

 - 2.4.1 For USSER 3.19.1, the words ‘permanently mounted’ are deleted. A permanently mounted magnetic compass is a recommendation for the race. [DP]
 - 2.4.2 In addition to the Near Shore requirements, all boats must comply with the with USSER 2.4.1 through 2.4.7 regarding lifelines (available in the [Coastal SER requirements](#)). [DP]

- 2.4.3 Add to USSER 2.4.1: Boats not designed for persons on the foredeck (example: Melges 24, J/80, J/70) shall be exempted from bow pulpit requirement. [DP]
- 2.4.4 All boats shall also comply with [USSER 3.7.2](#) regarding man overboard equipment. [DP]
- 2.5 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. [DP]
- 2.6 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. [NP][DP]

3. ENTRY, ELIGIBILITY, & FEES

- 3.1 This regatta is open to all members of the Santa Barbara Yacht Club (SBYC). Members of other clubs belonging to the US Sailing Association may race as guests of Santa Barbara Yacht Club.
- 3.2 Classes invited include: PHRF A (W-L rating of 70 and less), PHRF B (W-L rating of 71 and greater).
- 3.3 At least two boats must enter the race prior to the entry deadline to establish a class.
- 3.4 Eligible competitors shall have valid PHRF Certificates. Valid PHRF rating certificates for PHRF boats must be on file with the [PHRF office of Southern California](#) no later than 0900 hours on the day of the race.
- 3.5 Participants may enter by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 0900 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.
- 3.6 There is no entry fee for this event.

4. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 1045 on the day it will take effect.

5. COMMUNICATIONS WITH COMPETITORS

- 5.1 Notices to competitors and amendments to these Sailing Instructions will be posted on the official notice board located at <https://sbyc.org/racing> under the event’s title.
- 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.
- 5.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.

6. SIGNALS MADE ASHORE

- 6.1 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 60 minutes’ in race signal AP.

7. SCHEDULE

- 7.1 *Saturday, October 11*
 - 0945 Entries close. Classes, flags, and rating breaks will be posted
 - 1000 Competitor Briefing
 - 1125 Warning signal
 - 1130 Start signal
 - After Racing Awards and hors d’oeuvres at SBYC
- 7.2 Number of Races: One (1) race is scheduled.

8. CLASS FLAGS & CLASS DESIGNATIONS

Classes, flags and rating breaks will be posted on the notice board and sent out via email at 0945 on the day of the race.

9. RACING AREA

The racing area will be the Santa Barbara Channel.

10. THE COURSES

10.1 **Course 1 will be:** Start – E buoy to starboard – Platform Hillhouse to port – Platform Henry to port – K buoy to starboard – Finish.

The rated course distance is: 17.22 nautical miles.

Leg 1 = 0.83 nm

Leg 2 = 5.68 nm

Leg 3 = 2.10 nm

Leg 4 = 7.86 nm

Leg 5 = 0.75 nm

10.2 **Course 2 will be:** Start – E buoy to starboard - Platform C to port – Platform Hillhouse to port – K buoy to starboard – Finish.

The rated course distance is: 13.92 nautical miles.

Leg 1 = 0.83 nm

Leg 2 = 4.85 nm

Leg 3 = 1.35 nm

Leg 4 = 6.14 nm

Leg 5 = 0.75 nm

10.3 **Course 3 will be:** Start – E buoy to starboard - Platform Habitat to port – Platform Hogan to port– A buoy to starboard – Finish.

The rated course distance is: 23.94 nautical miles.

Leg 1 = 0.83 nm

Leg 2 = 8.32 nm

Leg 3 = 3.88 nm

Leg 4 = 9.27 nm

Leg 5 = 1.64 nm

10.4 **Course 4 will be:** Start – E buoy to starboard – Platform C to port - Platform Hogan to port – A buoy to starboard – Finish.

The rated course distance is: 21.02 nautical miles.

Leg 1 = 0.83 nm

Leg 2 = 4.89 nm

Leg 3 = 4.39 nm

Leg 4 = 9.27 nm

Leg 5 = 1.64 nm

10.5 **Course 5 will be:** Start – E buoy to starboard – Platform Henry to port – Platform Hogan to port – A buoy to starboard – Finish.

The rated course distance is: 19.87 nautical miles.

- Leg 1 = 0.83 nm
- Leg 2 = 7.15 nm
- Leg 3 = 0.98 nm
- Leg 4 = 9.27 nm
- Leg 5 = 1.64 nm

10.6 **Course 6 will be:** Start – E buoy to starboard – Platform Hillhouse to starboard – K buoy to starboard – Finish.

The rated course distance is: 13.4 nautical miles

- Leg 1 = 0.83 nm
- Leg 2 = 5.68 nm
- Leg 3 = 6.14 nm
- Leg 4 = 0.75 nm

10.7 **Course 7 will be:** Start – Red Bell buoy to starboard – Platform Hillhouse to starboard – K buoy to starboard – Finish.

The rated course distance is: 13.02 nautical miles

- Leg 1 = 0.52 nm
- Leg 2 = 5.61 nm
- Leg 3 = 6.14 nm
- Leg 4 = 0.75 nm

10.8 **Course 8 will be:** Start – Red Bell Buoy to starboard – Platform C to starboard – Red Bell Buoy to port – Finish.

The rated course distance is 10.5 nautical miles

- Leg 1 = .52 nm
- Leg 2 = 4.73 nm
- Leg 3 = 4.73 nm
- Leg 4 = .52 nm

10.9 Courses will be posted on placards on the SBYC Deck and hailed on VHF channel 71. For classes sharing a start sequence, the course placards will be posted adjacent to the corresponding classes' fleet placard.

11. MARKS

11.1 Turning marks will consist of oil platforms and marks shown on the current SBYC Course Chart.

11.2 Mark Coordinates are as follows (in GPS format):

A buoy (white cylinder with yellow band) –	N34 23.229	W119 43.167
B buoy ('Bell Buoy' red/white channel marker) –	N34 24.071	W119 40.764
K buoy (white cylinder with yellow band) –	N34 23.543	W119 42.150
E buoy (white cylinder outfall buoy) –	N34 24.307	W119 40.562
Platform A (oil platform) –	N34 19.914	W119 36.802
Platform B (oil platform) –	N34 19.941	W119 37.344
Platform C (oil platform) –	N34 19.979	W119 37.902
Pltf Habitat (oil platform) –	N34 17.192	W119 35.333
Pltf Hillhouse (oil platform) –	N34 19.877	W119 36.251
Pltf Henry (oil platform) –	N34 19.983	W119 33.683
Pltf Hogan (oil platform) –	N34 20.267	W119 32.55

12. OBSTRUCTIONS

- 12.1 The following areas defined by lines commencing at the nearest shores and connecting each contiguous City of Santa Barbara (SB) swim buoy are designated as obstructions:
- City of SB swim buoys located in the vicinity to the south and within an estimated distance of 300 yards of Ledbetter Beach and Ledbetter Point.
 - City of SB swim buoys immediately adjacent to Point Castillo at the SB harbor entrance.

Boats crossing these lines shall exit the area immediately and retire from the race. [DP]

Competitors are reminded that crossing any other government designated swim area lines not listed in these Sailing Instructions may result in citations from the coast guard, SB Harbor Patrol, or other government authority.

- 12.2 Visiting Cruise Ships including a 100-yard perimeter around the vessel are classified as obstructions. [DP]

13. START

- 13.1 The start shall be in accordance with RRS 26. The warning signal for each class shall be made 5 minutes before the starting signal.
- 13.2 The starting line shall be between marks 'F' and 'G', as shown on the [SBYC course chart](#).

14. SHORTENED COURSE AFTER THE START

Courses will not be shortened.

15. FINISH

The finish shall be between mark 'F' to port and mark 'G' to starboard, as shown on the [SBYC course chart](#).

16. TIME LIMIT [NP] [DP]

The first boat must have finished by 1830 or the race shall be abandoned. Any boats not finished by this time shall attempt to report their position to the RC on VHF channel 71 for safety purposes. Boats finishing after 1830 shall take their own finish time by submitting a picture of their GPS time at the finish and reporting it to the race committee – racing@sbyc.org.

17. PENALTY SYSTEM

- 17.1 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.'
- 17.2 Appendix V, Rule V2 – Post Race Penalties will apply:
- 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.
 - A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
 - A boat take 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.

18. HEARING REQUESTS

- 18.1 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.
- 18.2 The filing time limit for protests or requests for redress about an incident observed in the racing area is within 60 minutes of the filing boat's finish time. The filing time limit for other hearing requests is 60 minutes after the relevant information is available to the filing party.
- 18.3 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.

19. SCORING

The low-point scoring system of RRS Appendix A will apply.

20. PRIZES

- 20.1 Prizes will be awarded to the top finishers in each class. The number of prizes awarded will be dependent on the number of competitors in each class.
- 20.2 In addition to being part of the Wilson Series, this regatta is part of the annual fleet championships for the following fleets: PHRF A & PHRF B.

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

Regatta Chair: Larry Leveille – larry.levaille@pacinfotech.com

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