

# 52<sup>nd</sup> Santa Barbara to King Harbor Race

July 25-26, 2025

## SAILING INSTRUCTIONS

The Organizing Authorities for the 2025 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

### 1. EVENT

The Santa Barbara to King Harbor Race is 79.69 nautical mile race starting in Santa Barbara, rounding Anacapa Island, and finishing at King Harbor in Redondo Beach. This is the 52<sup>nd</sup> running of the event and the 53<sup>rd</sup> year since the event started in 1972 (with one year taken off in 2020). The event is open to boats whose owners or charterers are members of a yacht club or sailing organization recognized by US Sailing holding a valid rating certificate subject to the rules stated in the Notice of Race (NOR).

### 2. RULES

- 2.1 The event 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.
  - 2.2.1 PHRF of Southern California (PHRF) is the rating authority for monohulls. Valid and current rating certificate in the online PHRF database ([www.phrfsocal.org](http://www.phrfsocal.org)) shall constitute proof of membership (except as noted in Sailing Instruction 2.3).
  - 2.2.2 Ocean Racing Catamaran Association (ORCA) is the rating authority for multihulls. Inclusion on the current ORCA rating list shall constitute proof of ORCA membership.
  - 2.2.3 Offshore Racing Rule (ORR) is the rating authority for those boats that opt to be scored additionally under ORR. Inclusion on the current ORR or ORR-EZ list shall constitute proof of ORR membership ([https://regattaman.com/certificate\\_page.php](https://regattaman.com/certificate_page.php)).
- 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 overall PHRF scoring.
- 2.4 Cruising Class boats may apply a non-spinnaker offset to their PHRF rating if they will not use free-flying headsails.
- 2.5 Cruising Class boats may use their motors within the rules set forth in 'Attachment B - Cruising Class Motoring Log'.
- 2.6 PHRF and Cruising Class boats shall use their PHRF of Southern California base OWC rating.
- 2.7 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 RRS or any matters related to the Santa Barbara to King Harbor Race. The Skipper is responsible for compliance with the rules, the boat, its handling, safety, and the conduct of its crew before, during, and after the race.
- 2.8 In the case of a conflict the Sailing Instructions will take precedence over the Notice of Race.
- 2.9 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 the NOR or Sailing Instructions (SI) may petition for a waiver from the OA, provided such request is made at least five days prior to the start of the race.
  - 2.9.1 Justification of any deviation and alternative means of compliance should accompany petitions to participate or establish a class.

- 2.9.2 The OA will respond in accordance with RRS 76.1.
- 2.9.3 Receipt of petitions and the subsequent decisions to grant or deny a waiver are at the sole discretion of the OA.

### 3. ALTERATIONS TO THE RULES

- 3.1 The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 3.2 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. This changes RRS 60.5(c).
- 3.3 For other than Part 2 infractions, the Protest Committee may penalize a boat by adding additional time to her corrected time.
- 3.4 [DP] RRS 51, Movable Ballast is changed to allow the movement of sails that are not set however all sails not being flown must remain within a boat's lifelines.
- 3.5 [DP] RRS 52, Manual Power is changed to allow the positioning of movable appendages by power as designed and as rated by the rating authority. All movable appendage systems shall be capable of manual operation if powered systems are inoperable.
- 3.6 [DP] RRS 52, Manual Power is changed so that autopilots and steering vanes shall not be used by boats racing except that doublehanded boats may engage automatic steering system during sail changes only.
- 3.7 OCS EXPERIMENTAL RULE DR 21-01 will apply.  
Under World Sailing Test Rule DR21-01, change the definition *Start* as follows:  
**Start** A boat starts when her hull having been entirely on the pre-start side of the starting line, and having complied with rule 30.1 if it applies, any part of her hull crosses the starting line from the pre-start side to the course side either
  - (a) at or after her starting signal, or
  - (b) during the last 10 seconds before her starting signal.When a boat starts in accordance with item (b) of the definition Start, she may return to the pre-start side of the line to comply with item (a) of the definition of Start, but, if she does not the starting penalty shall be: 15 minutes added to her elapsed time.
- 3.8 The U.S. Sailing prescriptions to rules 63.2 will not apply.

### 4. SAFETY REQUIREMENTS [DP]

- 4.1 [DP] Boats shall comply with the current United States Coast Guard regulations and the offshore safety regulations of the fleet in which they are competing.
- 4.2 [DP] Boats shall comply with the US Safety Equipment Requirements (USSER), except as modified by the notice of race or sailing instructions. The course is classified as a Coastal Race. The safety equipment requirements are available at: <https://www.ussailing.org/competition/offshore/safety-information/ser-world-sailing-special-regulations/>. The US Safety Equipment Requirements (USSER) [Coastal Category for Monohulls](#) and [Coastal Category for Multihulls](#) are changed for the following sections:
  - 4.2.1 USSER 3.1.2 requirement for crotch or leg straps to be attached to Personal Flotation Devices will be waived.
  - 4.2.2 USSER 3.9 requirement for AIS is waived this year's race. AIS transmission will be required in future races.
  - 4.2.3 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 a valid Coastal, Offshore, or International Offshore Certificate from US Sailing, or the equivalent*

*from another national authority”, is waived for the 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 to obtain these certificates.*

- 4.3 [NP] [DP] All boats shall monitor VHF Channel 16 after their start for the duration of the race. Competitors must obey directions given to them by any naval vessels.
- 4.4 [World Sailing Appendix RV, Reduced Visibility](#) replaces RRS Part 2 from civil twilight sunset until civil twilight sunrise.
- 4.5 [DP] Competitors are 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.
- 4.6 [NP][DP] RRS 56.2 is changed as follows:
- (a) A Traffic Separation Scheme (TSS) shall be understood to mean an area shown on a nautical chart, or in the notice of race, as a TSS.
  - (b) A boat shall not impede, or present a threat of impeding, the safe passage of a power-driven vessel in a TSS traffic lane. If in doubt, contact commercial vessels on VHF 16.
  - (c) If a commercial, government, or naval power-driven vessel in a traffic lane makes five short and rapid blasts on her whistle (a danger signal, see IRPCAS rule 34(d)) and the boat causing the danger signal can be identified, then the boat is subject to protest under rule 56.2.
  - (d) If an official complaint/action is lodged against a boat by a commercial, government, or naval power-driven vessel, by a pilot, by vessel traffic service (VTS), or by other local government authority, it shall be presumed that the boat has broken rule 56.2.
  - (e) The race committee will cooperate with and provide relevant information to VTS and other governmental authorities regarding investigations of boats impeding a power-driven vessel.
- 4.7 The Santa Barbara to King Harbor Race crosses a Traffic Separation Scheme. The race committee would like to call special attention to the RRS Preamble to Part 2 and RRS 56.2 as changed herein. The IRPCAS rule 10 referenced in RRS 56.2 can be found at: (see page 22-24)  
<https://www.navcen.uscg.gov/pdf/navrules/navrules.pdf>.

## 5. COMMUNICATIONS WITH COMPETITORS

- 5.1 Notices to competitors and amendments to these Sailing Instructions will be posted on the official online notice board located at <https://sbyc.org/sb-kh>.
- 5.2 The SBYC 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).
- 5.3 The KHYC race office is located at the King Harbor Yacht Club – 280 Yacht Club Way, Redondo Beach, CA 90277. KHYC finish line may be contacted on VHF Channel 78 or by contacting Rosemary Vullo at (310) 210-9615 / [rbvrosebud@aol.com](mailto:rbvrosebud@aol.com).
- 5.4 [DP] During the starting sequence, the race committee intends to monitor and communicate with competitors on VHF radio channel 71. 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. After the starting sequence and while racing, competitors should monitor VHF Channel 16. At the finish line, the Race Committee will monitor VHF Channel 78.

**VHF Channels:**

- Check in boat – VHF Channel 78
- Before and during start – VHF Channel 71
- After start and while racing on the course – VHF Channel 16
- At the finish line – VHF Channel 78

**6. CHANGES TO SAILING INSTRUCTIONS**

Changes to the Sailing Instructions will be posted before 0900 hours, July 25, 2025.

**7. SIGNALS MADE ASHORE**

Signals made ashore will be displayed on the SBYC flagpole.

**8. YB TRACKERS**

8.1 [DP] [NP] Each boat shall carry a YB Tracker (active position transponder) as supplied by the Organizing Authority. The YB Tracker shall be ON and functioning from Friday, July 25, 2025 at 1000 until the boat has docked after finishing.

8.2 YB Trackers will be available at the Skipper Packet pickup times and locations.

8.3 [DP] [NP] YB signal tracking will be turned off at 1600 on Saturday, July 26, 2025.

8.4 [DP] [NP] Boats are responsible for returning the YB Tracker in working order. Broken or lost transponders may be subject to replacement and/or damage charge of \$800.00 USD.

8.5 [DP] [NP] Turn in your YB Tracker at the race desk at King Harbor Yacht Club or by mailing it to:  
King Harbor Yacht Club  
C/O Rosie Vullo  
280 Yacht Club Way  
Redondo Beach, CA 90277

8.6 [DP] [NP] YB Trackers must be returned by Thursday, July 31, 2025.

**9. RACE BURGEE**

[DP] The Race Burgee shall be displayed from the starboard main shroud or halyard at spreader height for the duration of the race.

**10. CHECK-IN**

[NP][DP] Prior to the first warning signal, all racing boats shall 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 souls on board. Each boat is responsible for ensuring 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.

**11. 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 Notice Board and included in each boat's race packet.

**12. SCHEDULE OF RACES**

12.1 '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.

12.2 The scheduled time of the warning signal for the first start is 1155.

**13. THE COURSE AND MARKS – See Attachment C and D**

13.1 The course will be:

- Start per SI 13
- Anacapa Island to port
- Finish between waypoint for Redondo King Harbor Bell Buoy (RW “RB” Mo (A) BELL) to port and waypoint for Redondo Pier to starboard

13.2 The marks will be:

Mark	Mark Description
<b>Start SB</b>	The starting lines will be located approximately .85 nautical miles SSW of the Santa Barbara Harbor entrance in the vicinity of N34° 23.739 / W119° 41.678. The starting line is described in further detail in SI 13. See Attachment C – Start Detail
<b>Anacapa</b>	Anacapa Island to port
<b>Finish KH</b>	Waypoints at N33° 50.356 / W118° 23.788 to port = Redondo King Harbor Bell Buoy (RW “RB” Mo (A) BELL) in vicinity and at N33° 50.342 / W118° 23.687 to starboard = Redondo Pier South corner in vicinity (approximately 700 feet from Redondo pier South corner). See Attachment D – Finish Detail

- **Note:** Redondo King Harbor Bell Buoy (RW “RB” Mo (A) BELL) is a red bell buoy in the vicinity of the listed waypoint and is subject to natural influences. The buoy is listed for visual reference only and is NOT a mark of the course.
- **Note:** The southern corner of Redondo Pier is a visual reference and NOT a mark of the course.

13.3 The approximate bearing to the first mark is 152 degrees.

13.4 The rated distance of the race is 79.69 nautical miles.

**14. THE START**

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

14.2 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.

14.3 [NP][DP] 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 protest by the RC.

14.4 The Starting Lines will be located approximately .85 nautical miles SSW of the Santa Barbara Harbor entrance 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.

14.5 [NP][DP] Boats shall keep at least 50 yards clear of the starting area until after the starting signal of the class preceding her own.

#### 15. ON COURSE SIDE

15.1 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.

15.2 [NP][SP] OCS EXPERIMENTAL RULE DR 21-01 will apply. See SI 3.7.

#### 16. 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.

#### 17. ASSISTING BOATS IN DISTRESS

The Protest 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 61.

#### 18. THE FINISH

[NP][DP] A boat's YB Tracker will automatically transmit a latitude/longitude and PST time when it crosses the finish line. This data will be used to determine a boat's finish time.

#### 19. DOCUMENTATION

19.1 Boats shall legibly document their finish time/position with a photo or screen shot of their navigation equipment showing Pacific Daylight Time (from GPS), and simultaneously the lat/lon of their boat at that point. This image shall be emailed to [deborahpo3@aol.com](mailto:deborahpo3@aol.com) and [racing@sbyc.org](mailto:racing@sbyc.org) or texted to (818) 406-3954 and (310) 850-5213 as soon as possible, but no later than two (2) hours after finishing. Please be sure to include the Boat Name in the subject line of your email or text. Send your reported finish time in the body of the email or text. Please turn flash off and review your pictures to ensure the data is legible.

19.2 If 2 hours after finishing, email or text is still unavailable, please call (310) 850-5213 and leave a voicemail with the following information: caller name and phone number, boat name, sail number, finish time. Remember to speak slowly and clearly and repeat your contact number. Boats failing to supply finishing times may not be scored. Dropped calls, poor connections, or wrong numbers may affect your finish time.

19.3 In the event of a significant discrepancy between a boat's reported finish time compared with that reported by the YB Tracker, a competitor may file a scoring inquiry. It will be up to the discretion of the RC in conjunction with the Protest Committee (PC) to determine the finish time to be used. Evidence may be requested, which may include but is not limited to: a boat's navigation software log file, testimony or evidence from other boats, race tracker, AIS logs, etc.

#### 20. TIME LIMIT

[NP][DP] Boats failing to finish by 1600 hours, Saturday July 26, 2025 will be scored 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 KHYC Race Committee on station at the finish line on VHF Ch. 78

- Text (818) 406-3954 and (310) 850-5213
- Email [deborahpo3@aol.com](mailto:deborahpo3@aol.com) and [racing@sbyc.org](mailto:racing@sbyc.org)

## 21. PENALTY SYSTEM

[DP] 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 64.2.

## 22. HEARING REQUESTS

- 22.1 The protest time limit is one hour after a boat finishes or retires. Protests shall be submitted by email to [jim@murrellyachts.com](mailto:jim@murrellyachts.com), or dropped off to the KHYC race representative on site within one hour after finish who will record the protest received time. For email submittals, the subject line shall be the sail number of the protesting boat followed by the word "protest". The time the email was sent will be the submittal time.
- 22.2 Hearing request forms are available at [USSAILING.org](http://USSAILING.org).

## 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 26, 2025.

## 24. ADDITIONAL INSTRUCTIONS FOR CRUISING CLASS

Paragraphs 25 through 31 apply only to Cruising Class boats.

## 25. CRUISING CLASS RATING

A Cruising Class Boat's Race Rating for this race shall be their base OWC rating less any non-spinnaker offset adjustments that may apply.

## 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.

## 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 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 26, 2025, whichever is earlier. The cruising class may submit the Cruising Class Engine Log by hand delivering or via emailed picture to: [deborahpo3@aol.com](mailto:deborahpo3@aol.com) / [racing@sbyc.org](mailto:racing@sbyc.org).

- 28.2 [DP] 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 (IN-GEAR-TIME X 0.40 X 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.
- 29.2 Double headsails, double head rigs, and multi-mast 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), they are required to exhibit a white masthead light aloft when under power.
- 30.2 [DP] 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 [DP] Cruising Class boats finishing under power 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.
- 30.5 Cruising Class boats are competing against their class only and are not eligible for winning the overall competition.

### 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.

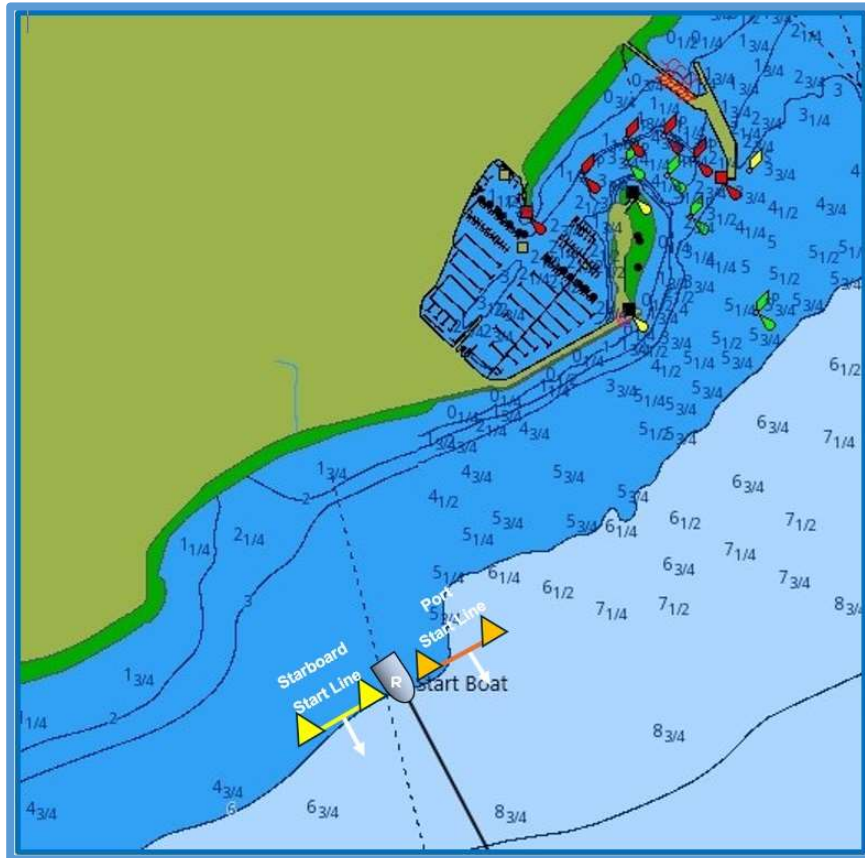
### 32. INSURANCE

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

### 33. RISK STATEMENT & DISCLAIMER OF LIABILITY

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.** 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.

### Attachment C – Start Area Detail



### Attachment D – Finish Detail

