

Fulmor and Homeward Bound

Notice of Race



Race to beautiful Santa Cruz Island for the Fulmor Race and enjoy paradise...
Race back the next day in the Homeward Bound Race!

The Organizing Authority (OA) for the 2025 Fulmor & Homeward Bound Race will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109 &

For this year's event, the intention is to enjoy post-race activities ashore at Prisoners Harbor. Racers and cruisers who are members of SBYC or guests of SBYC members (including those non-member boats signed up for the race) are invited to participate. Attendees are encouraged to bring beach towels/blankets and/or beach chairs and may radio the shore shuttle on VHF 71 upon being anchored in Prisoners Harbor. Boats should be prepared to have a bow and stern anchor. Dinner food will be provided ashore, but competitors with bigger appetites should plan on bringing extra food.

1. RULES

- 1.1 The events will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, applicable rules for Performance Handicap Racing Fleet of Southern California (PHRF) and the SBYC Club Handicap Racing Fleet (CHRF) classes.
- 1.2 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 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.
- 1.3 Membership with a valid rating certificate is required for the appropriate class association.
 - 1.3.1 For PHRF boats, PHRF of Southern California (PHRF) is the rating authority for this race. Valid and current rating certificate in the online PHRF database (www.phrfsocal.org) shall constitute proof of membership (except as noted in Sailing Instruction 2.3). A yacht's Area I Random Leg Course (RLC) Rating shall be used for both races.
 - 1.3.2 Current SBYC Club Handicap Racing Fleet (CHRF) ratings will be used for CHRF entrants.
- 1.4 PHRF boats may apply a non-spinnaker offset to their PHRF rating if they will not use free-flying headsails.
- 1.5 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident will apply.

- 1.6 In the case of a conflict, the Sailing Instructions will take precedence over the Notice of Race.
- 1.7 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 this NOR may petition for a waiver from the OA provided such request is made at least five days prior to the start of the race.
 - 1.7.1 Justification of any deviation and alternative means of compliance should accompany petitions to participate or establish a class.
 - 1.7.2 The OA will respond in accordance with RRS 76.1.
 - 1.7.3 Receipt of petitions and the subsequent decisions to grant or deny a waiver are at the sole discretion of the OA.

2. ALTERATIONS TO THE RULES

- 2.1 The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 2.2 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).
- 2.3 For other than Part 2 infractions, the Protest Committee may penalize a boat by adding additional time to her corrected time.
- 2.4 [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.
- 2.5 [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.
- 2.6 [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.
- 2.7 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.
- 2.8 The U.S. Sailing prescriptions to rules 63.2 will not apply.

3. SAFETY REQUIREMENTS [DP]

- 3.1 [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.
- 3.2 [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](#) are changed for the following sections:
 - 3.2.1 USSER 2.4.4 is amended to add the sentence: Lifelines may be the same as those supplied as original equipment.

- 3.2.2 Add to USSER 2.4.8: Boats originally manufactured without toe rails shall have crew secured to jack lines when on the foredeck.
- 3.2.3 USSER 2.5.1 is a recommendation for the race.
- 3.2.4 USSER 3.1.2 requirement for crotch or leg straps to be attached to Personal Flotation Devices will be waived.
- 3.2.5 USSER 3.6.4 for SOLAS flares is changed to allow boats to carry U.S. Coast Guard approved flares.
- 3.2.6 USSER 3.8.1 is a recommendation for the race.
- 3.2.7 USSER 3.9 requirement for AIS is waived.
- 3.2.8 USSER 3.19.1 is changed to remove the words 'permanently mounted'.
- 3.2.9 USSER 3.36 is changed to be in effect at 33' LOA.
- 3.2.10 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.
- 3.3 [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.
- 3.4 [World Sailing Appendix RV, Reduced Visibility](#) replaces RRS Part 2 from civil twilight sunset until civil twilight sunrise.
- 3.5 [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.
- 3.6 [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.
- 3.7 This 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>.
- 3.8 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.

4. ELIGIBILITY AND ENTRY

- 4.1 The regatta is open to CHRF and PHRF classes.
4.2 Eligible boats may enter online at <https://www.sbyc.org/fulmor> by Saturday, August 16 at 0900.

5. FEES

The entry fee is \$50 for non-members and free for SBYC members. Entry fee will include dinners at Santa Cruz Island, awards, and some beverages.

6. SCHEDULE

<u>Time</u>	<u>Event</u>	<u>Location</u>
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Saturday, August 16 (Fulmor Race)

0900	Entries close	
1025	Warning signal	SBYC Start Line
1030	Start signal	

Awards will be announced at Santa Cruz Island.

Sunday, August 17 (Homeward Bound Race)

1115	Warning signal	Santa Cruz Island
1120	Start signal	
After Racing	Appetizers	SBYC Bar

*Awards will be announced at the Wet Wednesday following the race.

7. COURSES

7.1 Fulmor Race – Saturday, August 16:

7.1.1 Course 1:

Start (SBYC) – A (p) – MCB (p) – Finish (PRISONER)

Leg 1 = 1.64 nm

Leg 2 = 10.60 nm

Leg 3 = 15.16 nm

Fulmor course 1 distance = 27.4 nm

7.1.2 Course 2:

Start (SBYC) – A (p) – MCB (p) – Finish (PELICAN)

Leg 1 = 1.64 nm

Leg 2 = 10.60 nm

Leg 3 = 14.05 nm

Fulmor course 2 distance = 26.29 nm

7.2 Homeward Bound Race – Sunday, August 17:

7.2.1 Course 1:

Start (PRISONER) – Diablo (s) – Finish (SBYC)

Leg 1 = 4.9

Leg 2 = 19.58 nm

Homeward Bound course 1 distance = 24.48

7.2.2 Course 2:

Start (PELICAN) – Diablo (s) – Finish (SBYC)

Leg 1 = 3.72 nm

Leg 2 = 19.58 nm

Homeward Bound course 2 distance = 23.3 nm

7.3 Courses will be announced on VHF Channel 71.

8. SPINNAKERS

Non-spinnaker rating adjustments will be given to boats that request the rating change by 1500 on the day preceding the first scheduled warning signal.

9. PRIZES

Prizes will be awarded to the top finishers in all classes in both the Fulmor Race and Homeward Bound Race.

10. 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.**

11. FURTHER INFORMATION

Regatta Chair – Jon Bell, jonrbell@gmail.com

Race Director – Brad Schaupeter, racing@sbyc.org