



*Santa Barbara Yacht Club*  
**IRA P. FULMOR RACE &  
HOMEWARD BOUND RACE**  
August 16 - August 17, 2025

## **SAILING INSTRUCTIONS**

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. Dinner 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](http://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).

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- 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.
- 2.9 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'.
- 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.

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- 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.

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## 6. COMMUNICATIONS WITH COMPETITORS

- 6.1 For the Fumor Race, notices to competitors and amendments to these Sailing Instructions (SI) will be posted on the official notice board located online at <https://sbyc.org/fulmor>. Any notices or amendments to the SI's made for the Homeward Bound Race will be made verbally via VHF 71.
- 6.2 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](mailto:racing@sbyc.org).
- 6.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.
- 6.4 The following communications may be made by the race committee on VHF radio channel 71:
- Count downs to warning, preparatory, and start signals
  - Abandonment of one or more fleets
  - On course side boats or general recalls

## 7. CHANGES TO SAILING INSTRUCTIONS

Any changes to the sailing instructions will be posted before 0915 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect. Changes to the Sailing Instructions made to the Homeward Bound Race will be announced verbally via VHF Channel 71.

## 8. SIGNALS MADE ASHORE

- 8.1 For the Fulmor Race, signals made ashore on will be made from the SBYC flagpole. Any signals made at Santa Cruz Island will be done from the RC signal boat.
- 8.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than sixty (60) minutes in race signal AP.'

## 9. SCHEDULE

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

0900 Entries close for

1025 Warning signal

SBYC Start Line

\*Awards will be announced via VHF 71 at Santa Cruz Island.

*Sunday, August 17 (Homeward Bound Race)*

1115 Warning signal

Santa Cruz Island

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

## 10. CLASS FLAGS & CLASS DESIGNATIONS

<u>CLASS</u>	<u>FLAG</u>
PHRF	Numeral Pennant '1'
CHRF	Numeral Pennant '1'

Class breaks (if any) will be announced via email to registered competitors at 0900 on 8/16/25 and posted on the notice board.

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## 11. RACING AREA

The racing area will be the Santa Barbara Channel between Santa Barbara and Santa Cruz Island as shown on the SBYC Long Distance Course Chart available at the front desk of SBYC or online at [www.sbyc.org](http://www.sbyc.org).

## 12. THE COURSES

### 12.1 Fulmor Race – Saturday, August 16:

#### 12.1.1 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

#### 12.1.2 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

### 12.2 Homeward Bound Race – Sunday, August 17:

#### 12.2.1 Course 1:

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

Leg 1 = 4.9 nm

Leg 2 = 19.58 nm

Homeward Bound course 1 distance = 24.48 nm

#### 12.2.1 Course 2:

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

Leg 1 = 3.72 nm

Leg 2 = 19.58 nm

Homeward Bound Distance = 23.3 nm

### 12.3 Courses will be announced on VHF Channel 71.

## 13. MARKS

### 13.1 Mark descriptions and waypoints:

**Start (SBYC):** The starting line for Saturday's race will be between marks 'F' and 'G' as described on the [SBYC course chart](#). The start is described in further detail in SI 12.

Location of F:        N34 23.876    W119 41.344

Location of G:        N34 24.023    W119 41.442

**'A' Mark:** A white cylinder with yellow band and letter 'A' as shown on the [SBYC course chart](#).

Location:    N34 23.229    W119 43.167

**'K' Mark:** A white cylinder with yellow band and letter 'K' as shown on the [SBYC course chart](#).

Location:    N34 23.543    W119 42.150

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**'MCB' (Mid Channel Buoy):** Yellow NOAA Weather Buoy also referred to as 'East Santa Barbara Buoy' - [https://www.ndbc.noaa.gov/station\\_page.php?station=46053](https://www.ndbc.noaa.gov/station_page.php?station=46053)

Location: N34 14.460 W119 50.340

**Finish (PRISONER):** An Orange Tetrahedron set off the end of the pier in Prisoner's Harbor Pier. The finish line is described in further detail in SI 13.1.

Location: N34 01.443 W119 40.937

**Finish (PELICAN):** An Orange Tetrahedron set off a point near the west end of Pelican Bay. The finish line is described in further detail in SI 13.1.

Location: N34 02.196 W119 42.039

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**Start (PRISONER):** The start line for Sunday's race will be between an orange inflatable shape and a staff displaying an orange flag on the Race Committee Signal Boat.

Location: N34 01.443 W119 40.937

**Start (PELICAN):** The start line for Sunday's race will be between an orange inflatable shape and a staff displaying an orange flag on the Race Committee Signal Boat.

Location: N34 02.196 W119 42.039

**Diablo:** A Yellow Tetrahedron set due north 1 nm off Diablo Point on Santa Cruz Island.

Location: N34 4.562 W119 45.492

**Finish (SBYC):** The finishing line for Sunday's race will be between marks 'F' and 'G' as described on the [SBYC course chart](#). The finish line is described in further detail in SI 13.1.

Location of F: N34 23.876 W119 41.344

Location of G: N34 24.023 W119 41.442

\*Note that the above waypoints are in the GPS Coordinate format: DDD MM.MMMM.

\*\* <https://www.ndbc.noaa.gov> has the MCB mark in Decimal Degrees format: DDD.DDDD.

\*\*\*Conversions can be done at this site: <http://www.csgnetwork.com/gpscoordconv.html>

13.2 A, F, G, and K Marks will be described on the current [SBYC course chart](#).

13.3 Boats shall round a mark if visible, however in the event of a missing mark, boats shall round the waypoint as if the mark had been in place. [DP]

### 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 The starting line for Saturday's race will be between marks 'F' and 'G' as described on the [SBYC course chart](#).

14.3 The starting line for Sunday's race will be between an orange inflatable shape and a staff displaying an orange flag on the Race Committee Signal Boat.

### 15. THE FINISH [DP]

15.1 The finishing line for PRISONER will be between the end of Prisoner's Harbor Pier and an orange tetrahedron located at the waypoint labeled 'PRISONER' as shown in 'Attachment A: Finish PRISONER'.

15.2 The finishing line at Pelican will be between the northwest point of land near Pelican Bay and an orange tetrahedron as shown in 'Attachment B: Finish PELICAN'.

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- 15.3 If the race committee is not present when a boat finishes, she should report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity. Finish times should be taken by recording the time they passed the 'Pelican' waypoint within 200 yards to the west.
- 15.4 For Sunday's race, the Finish will be between marks 'F' and 'G' as described on the SBYC course chart.
- 15.5 Boats shall attempt to notify the RC by hail on VHF Channel 71 approximately 15 minutes ahead of their expected finish time, but due to island topography communication may be limited.

### 16. OBSTRUCTIONS

- 16.1 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.*
- 16.2 Visiting cruise ships including a 100-yard perimeter around the vessel are designated as obstructions. [DP]

### 17. TIME LIMIT [NP][DP]

Any boats not finished by 1730 hours shall attempt to report their position to the RC on VHF 71 for safety purposes. Boats having not finished race 1 by 1000 on Sunday, 8/17/25 shall be scored DNF. Boats having not finished race 2 by 2000 shall be scored DNF.

### 18. PENALTY SYSTEM

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.'

### 19. HEARING REQUESTS

- 19.1 Protests and Requests for Redress shall be filled out online at <https://forms.gle/2L7z19gjs2ixLaTH6>.
- 19.2 For all classes, the filing time limit for protests or requests for redress about an incident observed in the racing area is within 60 minutes of the 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.
- 19.3 At the discretion of the Race Committee, protests may be heard on the Wednesday following the event.

### 20. SCORING

- 20.1 Fulmor Race - A boat's score shall be the corrected time from Saturday's race.
- 20.2 Homeward Bound Race - A boat's score shall be the corrected time from Sunday's race.

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### 21. TROPHIES

- 21.1 Trophies will be given to all boats that arrive in Pelican Bay and again back at SBYC for the Homeward Bound Race.
- 21.2 The Ira P. Fulmor trophy will be awarded to the eligible boat that won the Fulmor Race.
- 21.3 Trophies will be awarded to the top finishers in each fleet.
- 21.4 The Fulmor Race is part of the Wilson Offshore Series and points will count towards Wilson Series standings.

### 22. HOSPITALITY

Santa Barbara Yacht Club will provide prepared dinner to racers after racing on Saturday on Santa Cruz Island. There will be complimentary post-race appetizer gift certificates for each boat competing on Sunday available for pickup at the SBYC front desk. Competitors should be prepared to provide their own lunches for both days and breakfast on Sunday.

### 23. RADIO COMMUNICATION [DP]

The Race Committee will monitor VHF channel 71 during the starting sequence and at the finish. All boats are asked to monitor Channel 16 for safety while racing.

### 24. 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.**

### 25. FURTHER INFORMATION

For further information, please contact:

**Regatta Chair:** Jon Bell – [jonrbell@gmail.com](mailto:jonrbell@gmail.com) / (805) 680-9385

**SBYC Race Director:** Brad Schaupeter - [racing@sbyc.org](mailto:racing@sbyc.org) / (805) 965-8112

ATTACHMENT A: FINISH – PRISONER



ATTACHMENT B: FINISH - PELICAN

