

SBYC Charity Regatta & Harbor 20 Singlehanded Championship

September 13, 2025

SAILING INSTRUCTIONS

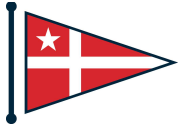
The Organizing Authority for the 2025 SBYC Charity Regatta & H20 Singlehanded Champs will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

1. RULES

- 1.1 This event will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, applicable rules for One Design and 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 Membership for the appropriate class association is required. For Performance Handicap Racing Fleet (PHRF) classes, valid and current Southern Californian PHRF certificate in the online PHRF database (www.phrfsocal.org) shall constitute proof of membership for each entrant. Harbor 20's competing in the singlehanded class shall be members of Harbor 20 Fleet 4. For CHRF boats, entry in the 2025 CHRF Season and meeting the eligibility requirements of the CHRF class shall constitute proof of membership. [DP]
- 1.5 PHRF boats shall use Area I buoy ratings and have current and valid PHRF rating certificates on the PHRF of Southern California website (www.phrfsocal.org).
- 1.6 The US Safety Equipment Requirements "Near Shore" shall apply for PHRF classes.
- 1.7 US Sailing prescriptions to rule 63.2 will not apply.
- 1.8 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident and Rule V2 – Post-Race Penalties will apply.
- 1.9 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. SAFETY REQUIREMENTS

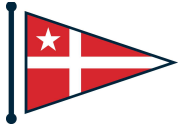
- 2.1 Boats shall comply with orders from the United States Coast Guard and adhere to US Coast Guard Regulations. Failure to comply with orders from the United States Coast Guard, Santa Barbara Harbor Patrol or any other recognized authority is grounds for disqualification without hearing at the discretion of the Race Committee. This Changes Rule 63.1. [DP]
- 2.2 Boats shall 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]
 - 2.2.1 The US Safety Equipment Requirements (USSER) are changed for the following sections:
 - 2.2.1.1 For USSER 3.19.1, the words 'permanently mounted' are deleted. A permanently mounted magnetic compass is a recommendation for the race. [DP]
 - 2.2.2 Boats using a 'One Design' PHRF configuration may use that One Design classes' published safety standards instead of the US Sailing Near Shore Safety Equipment Requirements. [DP]



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3 ENTRY, ELIGIBILITY, AND FEES

- 3.1 This event is open to all members of the Santa Barbara Yacht Club as well as members of other clubs belonging to US Sailing.
- 3.2 Classes invited include:
- Club Handicap Racing Fleet (CHRF)
 - Performance Handicap Racing Fleet (PHRF)
 - Harbor 20 Singlehanded (H20)
 - Additional one design fleets may be established with four or more entries.
- 3.3 One design boats in recognized classes may enter without PHRF certificates using the local class ratings listed below, at the discretion of the race committee.
Harbor 20 = 216; J/24 = 168; J/70 = 114 J/105 = 90; Melges 24 = 90
- 3.4 One design boats may establish their own fleet and start if there are four or more entries in that class and by informing the Race Committee of their desire to do so by 1000 on the day of the race. One design boats should indicate on their entry form whether they will be entering the PHRF or CHRF fleet in the event they are unable to establish their own one design fleet. One design boats that are unable to establish a fleet and do not indicate on their entry form what fleet they would like to start with (CHRF or PHRF) will automatically be entered into and scored with the PHRF fleet.
- 3.5 Eligible boats may enter the race by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1300 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.
- 3.7 CHRF class rules apply with regard to eligibility and trophies. CHRF boats will be considered 'registered to race' and 'entered in a race' by completing either a) and b) for a "qualified" boat or c) for a new boat.
- a.) FLEET REGISTRATION: Register online via the FLEET REGISTRATION entry form at (https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=29111). Fleet registration need only be done one time per calendar year and must be completed at least three days prior to the start of the first race they wish to compete in. It is the sole responsibility of the member to verify that the boat is listed as entered in the CHRF series on the Santa Barbara Yacht Club website, at least three days prior to the first race, of the calendar year, they wish to compete in. Exceptions are at the discretion of the Race Committee (RC).
- b.) RACE DAY ENTRY: Eligible boats shall be entered in a race when the Skipper or crew member of the boat signs the boat in with the Race Committee (RC) via [the online form](#) on the day of the race and lists the name of the Skipper and the name of the SBYC member onboard for the race, if the skipper is not a member of SBYC.
- c.) FIRST QUALIFIER: A member may register and enter for the first qualifying race on the day of the race. The registration must be complete, including insurance information, prior to signing up for the race. If the member is requalifying a previously qualified boat, the last handicap shall be used, if available. If the boat has not been previously qualified or if the last handicap is not available, the Race Committee or the Fleet Representative shall assign the initial start time for the first qualifying race.



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4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors and amendments to these Sailing Instructions will be posted on the official notice board located on the lower deck of the Santa Barbara Yacht Club next to the race office and online at <https://sbyc.org/racing> under the event heading.
- 4.2 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 / Email – racing@sbyc.org.
- 4.3 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 71.
- 4.4 The following communications may be made by the race committee on VHF radio channel 71:
 - Course number
 - Count downs to warning, preparatory, and start signals
 - Shortened course for one or more fleets
 - Abandonment of one or more fleets
 - On course side boats or general recalls

5 CHANGES IN SAILING INSTRUCTIONS

Changes to these sailing instructions will be posted on the official notice board no later than one hour prior to the start of the race.

6 SIGNALS

All signals will be displayed from the yardarm on the upper deck of the Santa Barbara Yacht Club.

7 SCHEDULE

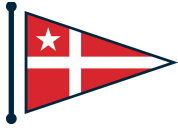
- 7.1 1300 Registration Closes
- 1300 Order of Starts and Class Flags posted on Notice Board
- 1430 Warning signal for the first start
- 1435 First Start
- After racing Awards Ceremony
- 7.2 The order of starts and class flags will be posted on the Notice Board after 1300 and posted online at <https://sbyc.org/racing>.
- 7.3 The start of one class will be the warning signal for the next class.

8 CLASSES AND CLASS FLAGS

- 8.1 This race will include PHRF fleet(s), CHRF fleet, Harbor 20 singlehanded and any one design classes that have four or more entries indicating their desire to sail in that one design class.
- 8.2 One Design boats that have not established a fleet will be incorporated into and scored with the PHRF or CHRF fleet based on what their entry form indicates. Entries not indicating a fleet to be entered into will automatically be entered into and scored with the PHRF fleet.
- 8.3 PHRF class splits, if any, will be listed on the Notice Board at 1300.
- 8.4 Class flags for all established classes will be listed on the Notice Board at 1300.

9 RACING AREA

The racing area will be as designated on the current [SBYC course chart](#), which is available on the SBYC website – <http://www.sbyc.org>.



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10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 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.

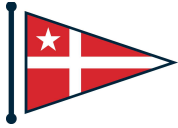
- 10.2 Visiting Cruise Ships including a 100-yard perimeter around the vessel are classified as obstructions. [DP]

11 THE COURSE

- 11.1 Courses to be sailed will be taken from the [SBYC course chart](#).
- 11.2 The course for each race will be posted on placards from the SBYC deck prior to the preparatory signal.
- 11.3 When a letter 'R' placard follows the course number, the course shall be sailed in the reverse direction. Marks shall be passed in reverse order and on the opposite side listed on the course chart.
- 11.4 When a letter 'T' placard follows the course number, the course shall be sailed two times around. The start/finish line will be required at the beginning of the second lap.
- 11.5 The gate designated as 'Gt' on the SBYC course chart shall be between mark 'F' and mark 'X'.
- 11.6 All courses will be hailed over VHF channel 71. Failure for a radio to transmit or a competitor to hear the course hail shall not be grounds for redress.

12 MARKS

- 12.1 Marks will be as designated on the current version of the SBYC course chart. All marks are situated near the GPS coordinates shown on the course chart but are subject to natural influence.
- 12.2 Description of marks:
- A, D, K, H, G, F, X – White cylinders with a yellow band around the middle.
 - C, M – White city anchorage boundary buoys with lights on top.
 - E – Outfall buoy. White cylinder with orange stripes and orange diamond on it with the words 'No Mooring' and 'Outfall'.
 - B – Red and white channel marker.
 - Platform C – Oil Platform
- 12.3 Any permanent mark may be substituted with a temporary or inflatable mark without prior notice. When Mark 'C' is not present, the white, cylindrical outfall buoy that is situated the closest to the GPS coordinates of Mark 'C' shall be rounded instead.
- 12.4 In the event of a missing mark with no temporary mark replacement, boats shall return to the starting line as soon as possible for a restart and monitor VHF channel 71.
- 12.5 When inflatable marks are used, these shall take precedence over any other appearing marks.



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13 START

- 13.1 The start sequence shall be in accordance with RRS 26, with the warning given 5 minutes before the start for each class.
- 13.2 The start line will be between mark 'F' and mark 'G' as shown on the SBYC course chart.
- 13.3 The order of starts and class flags will be posted on the Notice Board after 1300 and posted online at <https://sbyc.org/racing>.
- 13.4 The start of one class will be the warning signal for the next class.

14 INDIVIDUAL RECALLS

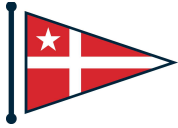
The Race Committee may attempt to hail any over-early boat(s) on Channel 71. Failure to hail or failure to hear the hail shall not be grounds for redress.

15 GENERAL RECALLS

- 15.1 After a general recall is signaled, the 'First Substitute' flag shall remain flying and will be lowered with the Preparatory flag of the following class's start sequence. A general recall in any class shall not affect the start times of the remaining classes to start.
- 15.2 Warning Signals for recalled classes shall be made as follows:
 - i.) The warning signal for the first recalled class shall be made with the start of the last regularly scheduled class.
 - ii.) The warning signal for the second recalled class shall be made with the start of the first recalled class.
 - iii.) The warning signal for the third recalled class shall be made with the start of the second recalled class.
 - iv.) Subsequent recalled classes will receive their warning signals with the start of the class that was recalled ahead of them.
 - v.) The warning signal for the recalled class shall be made five (5) minutes prior to its starting signal.

16 SHORTENED COURSE AFTER THE START

- 16.1 The race committee may shorten a course. A shortened course will be signaled from the Santa Barbara Yacht Club deck before the leading boat has finished the leg.
- 16.2 The shortened course shall be signaled by displaying code flag 'S' with two sound signals and displaying the class placard(s) for the class or classes to be shortened.
- 16.3 The finish line for the shortened course shall be at the next required mark or gate.
 - i.) For legs to mark 'X', the shortened course will be finished between mark 'X' and the flagpole on the SBYC deck.
 - ii.) For legs to the start/finish line at the beginning of a second lap, the finish shall be between mark 'F' and mark 'G'.
 - iii.) For legs to the gate, boats will be finished between mark 'X' and mark 'F'.
 - iv.) For legs to mark 'F', the shortened course will be finished between mark 'F' and the flagpole on the SBYC deck.
- 16.4 In the event of an abandoned race, the race committee may notify competitors on VHF Channel 71 following the raising of code flag 'N' with the class flags of the abandoned classes. Abandonment of one class does not constitute abandonment of other classes.



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17 THE FINISH

The finish line will be between marks 'F' and 'G' as shown on the attached SBYC course chart.

18 PENALTY SYSTEM

- 18.1 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.'
- 18.2 Appendix V, Rule V2 – Post Race Penalties will apply:
- (a) 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.
 - (b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
 - (c) A boat may 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.

19 TIME LIMIT

The first boat must finish by 1630 hours or the race will be abandoned.

20 HEARING REQUESTS

- 20.1 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.
- 20.2 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.
- 20.3 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.
- 20.4 Boats wishing to retire from a race shall notify the race committee of their desire to do so no later than 1700 hours on the Saturday following the race they wish to retire from unless that retirement is a subject of a protest or arbitration hearing.

21 SCORING

- 21.1 The low-point scoring system of Appendix A will.
- 21.2 PHRF fleet shall be scored by corrected order of finish, based on Area I WL ratings.
- 21.3 CHRF fleet shall be scored by corrected order of finish, based on current CHRF handicaps. To be eligible for CHRF race trophies, a boat must first have completed three CHRF races to establish a handicap rating.
- 21.4 Harbor 20 Singlehanded division will be scored in order of finish.



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22 PRIZES

Prizes will be awarded to the top finishers in each fleet. The Harbor 20 Singlehanded Championship perpetual trophy will be engraved with the winner of the Harbor 20 Singlehanded Division.

23 CREW / REPLACEMENT OF CREW

Sailing Instruction 23 only applies to CHRF boats: Crew taking the place of the boat owner at the helm of a boat for longer than a brief period of time, shall be listed on the boat entry form, by the boat owner (either online or paper entry form) as an Authorized Skipper. There must still be a SBYC member on board at all times. The CHRF committee may choose to not score or disqualify boats that are found to have broken this rule without a hearing. This changes RRS 63.1.

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.**