



ESTABLISHED 1872

SANTA BARBARA

YACHT CLUB

SBYC SPRING REGATTA SAILING INSTRUCTIONS

One Design Classes – April 11, 2026

PHRF Classes – April 12, 2026

The Organizing Authority for the 2026 SBYC Spring Regatta will be:
The Santa Barbara Yacht Club (SBYC), 130 Harbor Way, Santa Barbara, CA 93109

1. RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing (RRS)*, applicable rules for One Design and Performance Handicap Racing Fleet classes.
- 1.2 Membership with a valid rating certificate is required for the appropriate class association. For PHRF classes, PHRF of Southern California is the Rating Authority (RA) for this event. Valid and current PHRF of Southern Californian certificate in the online database (www.phrfsocal.org) shall constitute proof of membership.
- 1.3 PHRF boats shall use Area I windward-leeward ratings and shall have current and valid PHRF rating certificates on the PHRF of Southern California website (www.phrfsocal.org). Competitors from outside Area I shall use their PHRF regional windward-leeward rating.
- 1.4 The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.
- 1.5 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.
- 1.6 US Sailing prescriptions to rules 63.2 will not apply.
- 1.7 Appendix V, Alternative Penalties, Rule V1 – Penalties at the time of the incident and Rule V2 – Post-Race Penalties will apply.
- 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'.

2. SAFETY REQUIREMENTS

- 2.1 All 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 up to disqualification without hearing at the discretion of the Race Committee. This Changes Rule 63.1. [DP]
- 2.2 One Design classes shall adhere to their One Design class rules' safety standards in addition to US Coast Guard Regulations, except as provided in 2.2(a) [DP]
(a) Harbor 20 class rules are changed so that all harbor 20's must carry an anchor and rode capable of anchoring a Harbor 20 firmly in place in non-harbor local waters in a minimum depth of 50 feet. [DP]
- 2.3 PHRF boats shall comply with the US Safety Equipment Requirements (USSER) "Near Shore" except as modified by the notice of race and these sailing instructions. The USSER 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:

- 2.3.1 For USSER 3.19.1, the words 'permanently mounted' are deleted. A permanently mounted magnetic compass is a recommendation for the race.

2.3.2 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]

3. ENTRY, FEES, & ELIGIBILITY

- 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. Only SBYC member entrants are eligible for the overall Challenge Cup Series scoring.
- 3.2 Classes invited include: PHRF, Harbor 20, J/105 J/70, and Melges 24.
- 3.3 At least two boats must enter the regatta to establish a fleet for the classes listed in 3.2. Additional One Design classes not listed in 3.2 may establish a fleet with three or more entries.
- 3.4 Valid PHRF rating certificates for PHRF boats must be on file with PHRF of Southern California no later than 1100 hours on the day of the race. [DP]
- 3.5 Participants may enter by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1100 hours on the day of the race. Race entry forms are available online at <https://www.sbyc.org/racing> or at https://regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=30840. Exceptions are at the discretion of the Race Committee.
- 3.6 There is no entry fee for SBYC members. The entry fee for competitors that are not members of the Santa Barbara Yacht Club is \$65 per day.

4. COMMUNICATION WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board located online at <https://sbyc.org/challenge-cup>. Notices may also be posted on the lower deck of SBYC.
- 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, ext 114. 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
 - Change of course for one or more fleets
 - Abandonment of one or more fleets
 - On course side boats or general recalls

5. CHANGES IN SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 1130 on the day it will take effect. Any change to the sailing instructions made prior to the day of racing will also be posted on the event page at <https://sbyc.org/challenge-cup>.

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, April 11th – One Design Classes - Harbor 20, J/70, J/105, & Melges 24*
- 1130 Competitor briefing on lower deck of SBYC
 - 1300 Warning signal for first race
 - 1330 First warning signal for the Harbor 20 class
 - 1545 No warning signal after this time
 - After Racing Awards at SBYC
- 7.2 *Sunday, April 12th – PHRF Classes*
- 1130 Competitor briefing on lower deck of SBYC
 - 1300 Warning signal for first race
 - 1545 No warning signal after this time
 - After Racing Awards at SBYC
- 7.3 Number of Races: No more than four (4) races will be raced on any given day.

8. CLASS FLAGS & CLASS DESIGNATIONS

- 8.1
- | CLASS | FLAG |
|-----------|---------------------|
| PHRF A | Numeral Pennant '1' |
| PHRF B | Numeral Pennant '2' |
| PHRF C | Numeral Pennant '3' |
| Melges 24 | Numeral Pennant '1' |
| J/105 | Numeral Pennant '2' |
| J/70 | Numeral Pennant '3' |
| Harbor 20 | Numeral Pennant '4' |
- 8.2 PHRF class breaks will be posted on the official notice board no later than 1100 on the first day of racing for the PHRF fleets.

9. RACING AREA

The racing area will be within two miles of SBYC and will be described in detail in the competitor briefing.

10. COURSES

- 10.1 The diagrams in 'Attachment A – Course Chart' show the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2 The course number will be displayed on placards on the race committee boat and may be announced on VHF radio channel 71.

11. MARKS

- 11.1 Turning marks will be inflatable shapes of colors consistent with those shown in 'Attachment A - Course Chart'.
- 11.2 The starting and finishing pin will be orange inflatable shapes.
- 11.3 Windward mark 'W1' will be a yellow inflatable shape. Windward mark 'W2' will be an orange inflatable shape.
- 11.4 The leeward gate will consist of a pair of yellow inflatable shapes.

11.5 New marks as provided in instruction 14.1, will be:

- (a) A green inflatable mark to replace 'W2'
- (b) A red inflatable mark to replace 'W1'
- (c) A yellow inflatable mark with a black band to replace a gate mark.

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:

- a. 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.
- b. 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 designated as obstructions. [DP]

13. START

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

13.2 The starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of the port-end starting mark.

13.3 If any part of a boat's hull is on the course side of the starting line at her starting signal and she is identified, the race committee will attempt to hail her. Failure to hail her, failure of her to hear such a hail, or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 61.1(a).

14. CHANGE OF THE NEXT LEG OF THE COURSE

14.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark. The change will be signaled before the leading boat has begun the leg, although the mark may not yet be in the new position.

14.2 To move the leeward gate, the race committee will set the new mark at one end of the gate and an original mark at the other.

15. FINISH

15.1 The finishing line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the course side of the port-end finishing mark as shown in 'Attachment A – Course Chart'.

15.2 If the race committee is absent 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.

- 15.3 In the interest of starting another race in a timely fashion, the Race Committee may assign a finish position to the last finisher(s) in a class provided that the position(s) can be determined in a reasonable manner.

16. PENALTY SYSTEM

- 16.1 The Scoring Penalty, RRS 44.3, applies. The penalty shall be a 30% Scoring Penalty calculated as stated in rule 44.3(c).
- 16.2 Appendix V, Rule V1 – ‘Penalty at the Time of an Incident’ 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.’
- 16.3 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 takes 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.

17. HEARING REQUESTS

- 17.1 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.
- 17.2 For each class, the protest time limit is one hour after the last boat in that class finishes the last race of the day or the race committee signals no more racing today, whichever is later.
- 17.3 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.
- 17.4 On the last scheduled day of racing a request for reopening a hearing shall be delivered
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.
- This changes rule 66.
- 17.5 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 61.2.

18. SCORING

- 18.1 The low-point scoring system of RRS Appendix A will apply except that a boat’s series score will be the total of all her race scores.
- 18.2 One race must be completed to constitute a series.

19. PRIZES

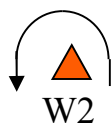
- 19.1 Prizes will be awarded to the top finishers in each class. The number of prizes awarded will be dependent on the number of competitors in each class.
- 19.2 The winner of the Challenge Cup Series shall have their boat name engraved on the Challenge Cup.
- 19.3 In addition to being part of the Challenge Cup Series, this regatta is part of the SBYC fleet championships for the following fleets: PHRF A, PHRF B, PHRF C, Melges 24, J/70, and Harbor 20.

20. RISK STATEMENT

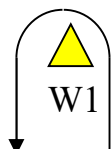
RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough 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.

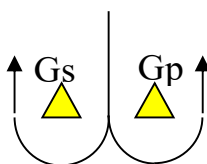
Attachment A - Course Chart



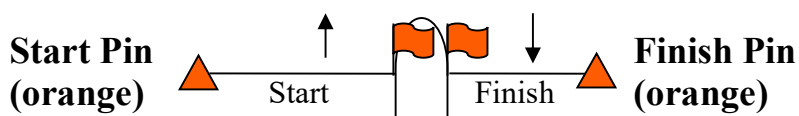
Mark W2, (orange) “W2”



Mark W1 (yellow) “W1”



Gate (yellow) “Gs / Gp”



Course #

- 1 (2 legs) Start – W1 – Finish
- 2 (2 legs) Start – W2 – Finish
- 3 (4 legs) Start – W1 – Gt – W1 – Finish
- 4 (4 legs) Start – W2 – Gt – W2 – Finish
- 5 (4 legs) Start – W2 – Gt – W1 – Finish
- 6 (6 legs) Start – W1 – Gt – W1 – Gt – W1 – Finish
- 7 (6 legs) Start – W2 – Gt – W2 – Gt – W2 – Finish