



Santa Barbara Yacht Club
**Women's PHRF Regatta /
Wilmot Hughes Ladies Race**
Saturday, May 30, 2026

NOTICE OF RACE / SAILING INSTRUCTIONS

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

The Wilmot Hughes Ladies' Race is the oldest women's event at the Santa Barbara Yacht Club having started in 1956. In 2012, the grandson of Wilmot Hughes, David P. Hughes updated the deed of gift to allow for SBYC female flag members, a wife of a SBYC flag member, a SBYC female junior flag member, or a daughter of a SBYC flag member to compete, as the original deed did not allow for female members as there were no female members at SBYC at the time of the trophy's inception. It is run as a staggered start PHRF (performance handicap) event. Recognized SBYC one design boats may use their standard one design rating given below without having a PHRF certificate. For this year's race, we will run an event within an event. Women skippers (member and non-member) are invited to compete in the Women's PHRF Regatta and a subdivision of SBYC women will be added into the Wilmot Hughes Regatta to compete exclusively for the Wilmot Hughes Perpetual Trophy. Come join us in celebrating and promoting the fastest growing demographic in our sport – the female sailor!

1 RULES

- 1.1 The 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 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. PHRF of Southern California (PHRF) is the Rating Authority (RA) for this series. SBYC recognized One Design classes will be given ratings as stated in Sailing Instruction (SI) 3.4. Club Handicap Racing Fleet will be given provisional SBYC ratings as listed in 'Attachment B – Provisional Ratings'. [DP]
- 1.3 PHRF boats shall use Area I windward-leeward ratings and 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(a).
- 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 rule 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'.

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2. SAFETY REQUIREMENTS [DP]

- 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 and boats with provisional ratings 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 & ELIGIBILITY

- 3.1 Eligible boats may enter the race by submitting a completed race entry form to the Santa Barbara Yacht Club no later than 1200 hours on the day of the race. Race Entry Forms are available online on the racing calendar at <https://sbyc.org/racing> or at https://www.regattanetwork.com/clubmgmt/applet_registration_form.php?regatta_id=29394
Exceptions are at the discretion of the Race Committee.
- 3.2 Any female skipper may enter the Women's PHRF Regatta. All SBYC female members, wives of members, female junior members, and daughters of SBYC members will automatically be entered in the Wilmot Hughes Race. Per the Wilmot Hughes Deed of Gift: *The skipper of the boat entered in the Wilmot Hughes shall be a SBYC female flag member, a wife of a SBYC flag member, a SBYC female junior flag member, or a daughter of a SBYC flag member and be designated on the race entry form.* [DP]
- 3.3 Eligible competitors shall have valid PHRF Certificates except for as stated in SI 3.4 and 3.5. Valid PHRF rating certificates for PHRF boats must be online at www.phrfsocal.org no later than 1200 on the day of the race. [DP]
- 3.4 One Design boats in SBYC recognized classes may enter this regatta without a PHRF certificate using the class ratings listed below, and at the discretion of the race committee.

Standard Ratings:

Harbor 20 = 216; J/70 = 114; J/105 = 90; Melges 24 = 90

Non-Spinnaker Ratings:

Harbor 20 = 239; J/70 = 158; J/105 = 111; Melges 24 = 110

- 3.5 Club Handicap Racing Fleet boats will be given provisional SBYC ratings that will be listed in 'Attachment B – Provisional Ratings', **provided that the CHRF boat has registered at least 24 hours in advance of the race.**

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4 FEES

There is no entry fee.

5 CHANGES IN SAILING INSTRUCTIONS

Any change in the Sailing Instructions will be posted before 1145 hours on race day.

6 COMMUNICATIONS WITH COMPETITORS

6.1 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.

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.

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:

- 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

7 SIGNALS MADE ASHORE

Signals made ashore will be displayed from the SBYC yardarm.

8 SCHEDULE OF RACES

Saturday May 30, 2026

1200 Registration closes

1330 Warning signal

1335 Start

Awards After Racing

One race is scheduled.

9 CLASS FLAGS AND DESIGNATIONS

There will be only one class. The class flag will be numeral pennant '1'.

10 SPINNAKERS

Boats that register as non-spinnaker with the race committee by 1100 hours on the day of the race may use their PHRF non-spinnaker offset allowance.

11 CREW

The skipper of the boat must be the female competitor that is designated on the race entry form and meet the eligibility requirements of SI 3. [DP]

12 RACING AREA

The racing area will be as designated on the current [SBYC course chart](#).

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13 THE COURSE

- 13.1 Courses will be taken from the current SBYC Course Chart made available online at <https://www.sbyc.org/documents/10184/15928/SBYCCourseChart.pdf>.
- 13.2 The course for each race will be posted on placards from the SBYC deck prior to the preparatory signal for each class. Additionally, courses will be hailed over VHF radio channel 71. Failure for a radio to transmit or a competitor to hear the course hail shall not be grounds for redress.
- 13.3 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.
- 13.4 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.

14 MARKS

- 14.1 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.
- 14.2 Description of marks:
- A, D, K, H, G, F, X, E – 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'.
 - The gate designated as 'Gt' on the current SBYC course chart shall be between mark 'F' and mark 'X'.
- 14.3 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.
- 14.4 In the event of a missing mark with no temporary mark replacement, boats shall round the corresponding GPS waypoint shown on the SBYC course chart.

15 OBSTRUCTIONS

- 15.1 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 results in citations from the coast guard, SB Harbor Patrol, or other government authority.*
- 15.2 Visiting Cruise Ships including a 100-yard perimeter around the vessel are designated as obstructions. [DP]

16 POSTPONEMENT

In the event of a postponement, instructions will be hailed by the Race Committee over VHF channel 71. Flag AP will come down one minute prior to the new starting signal. Competitors

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are responsible for calculating their new scheduled start time. Any incorrect calculations made by the competitors shall not be grounds for redress.

17 THE START

- 17.1 The start line will be between mark 'G' and mark 'F' as described on the current SBYC course chart.
- 17.2 All boats will start in one reverse handicap staggered start. Races will be started using RRS 26 with the warning given 5 minutes before the start.
- 17.3 The race committee will make the official race clock available for all competitors immediately after the competitor meeting.
- 17.4 A boat's starting time shall be as indicated in 'Attachment A – Wilmot Hughes Start Times'. This attachment will be made available online at <https://sbyc.org/racing> and at the SBYC front desk.
- 17.5 Boats whose start time is more than two minutes away shall keep clear of the starting area. [NP][DP]
- 17.6 The race committee will signal boats On Course Side (OCS) by displaying code flag 'X' and may hail the yacht on VHF channel 71. The flag will be displayed for four minutes or until the OCS start is corrected (whichever comes first). If another OCS occurs while the X flag is displayed, it will remain displayed for an additional four minutes after the latest OCS start or until both OCS starts are corrected (whichever comes first).
- 17.7 On Course Side boats that do not return within four minutes must start correctly even if the X flag is lowered. It is the responsibility of each boat to start correctly.

18 SHORTENED COURSE AFTER THE START

- 18.1 The race committee may shorten a course. A shortened course will be signaled from the SBYC deck before the leading boat has finished the leg.
- 18.2 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.
- 18.3 The finishing 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.

19 THE FINISH

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

20 TIME LIMIT

The first boat must finish within 2.5 hours of the starting time or the race will be abandoned.

21 PENALTY SYSTEM

- 21.1 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

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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.'

21.2 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 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.

22 HEARING REQUESTS

- 22.1 Hearing request forms for protests, requests for redress, and reopening of a hearing are available at the front desk of SBYC 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.
- 22.2 The filing time limit for protests or requests for redress about an incident observed in the racing area is 60 minutes after the protesting boat's finish time or the race committee signals no more racing today, whichever is later. The filing time limit for other hearing requests is 60 minutes after the relevant information is available to the filing party.
- 22.3 Protest 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.

23 SCORING

The low point scoring system of Appendix A of the Racing Rules of Sailing will apply.

24 PRIZES

The Wilmot Hughes Perpetual Trophy will be awarded to the yacht with the lowest overall corrected time for the race that is helmed by a SBYC female flag member, a wife of a SBYC flag member, a SBYC female junior flag member, or a daughter of a SBYC flag member. Individual trophies will be awarded to the class winners on the day of the race. The number of trophies to be awarded will depend on participation.

25 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.**