



Sailing Instructions
Santa Barbara Seashells Sailing Association (SBSSA)
Regattas and Race Series
Santa Barbara Harbor

1. 1. Rules

- 1.1. The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS) 2021-2024*, these Sailing Instructions, and supplementals and/or amendments to these Sailing Instructions given at the mast meeting prior to racing.

The RRS rules can be downloaded from:

<http://www.sailing.org/documents/racingrules/index.php>

These Sailing Instructions modify the RRS and take precedent over them. It is the responsibility of the skippers to read and understand these Sailing Instructions.

- 1.2. These Sailing Instructions also apply to SBSSA organized adult races.

2. Safety

- 2.1. The decision to sail is solely the responsibility of the skipper.
- 2.2. Each US Sabot must carry the following safety equipment: bailer, paddle, and an attached 6 foot painter (tow rope).
- 2.3. Each RS Tera and O'Pen Skiff must have an attached painter.
- 2.4. Each RS Feva must have an attached painter.
- 2.5. Each skipper must wear a US Coast Guard approved life vest with an attached whistle. An auto-inflate vest is not sufficient.
- 2.6. Skippers can signal the safety boat for assistance at any time.
- 2.7. The safety boat can determine that a skipper needs assistance even if the skipper wishes to decline it.

3. Risk Statement

Rule 4 of the RRS states "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".



Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor and their parents/guardians agree and acknowledge that:

- 3.1. They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk while taking part in the event;
- 3.2. They are responsible for the safety of themselves, their crew, their boat and other property whether afloat or ashore;
- 3.3. They accept responsibility for any injury, damage or loss caused by their own actions or omissions;
- 3.4. Their boat is in good order, equipped to sail in the event and they are fit to participate;
- 3.5. The provision of a race management team, safety boats and other officials, and volunteers by the SBSSA does not relieve them of their own responsibilities;
- 3.6. The provision of safety boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;
- 3.7. It is their responsibility to familiarize themselves with any risks specific to each venue and each event drawn to their attention in any rules or information produced for the venue or event and to attend any competitors briefing held for the event.

4. Eligibility and Entries

- 4.1. The SBSSA Racing Series is open to US Sabot, RS Tera, O'Pen Skiff and RS Feva class boats that meet the specifications of each one-design class. The boats may be inspected by the SBSSA board upon challenge to determine that they meet the required specifications.
- 4.2. Skippers must be financial members of the SBSSA and have completed and submitted the SBSSA Registration form.
- 4.3. Sailors in RS Feva fleets must be at least 13 years old on December 31st in the year of competition and must be comfortable sailing outside of the harbor. (see 6.3 The RS Feva racing area)
- 4.4. Skippers will race in assigned fleets (A, B, C and novice). Final fleet assignment will be made following the Warm Up Series and be at the sole discretion of the SBSSA Board.
- 4.5. Subject to skipper numbers, fleets may be merged.
- 4.6. The A fleet will race in the O'Pen Skiff fleet.
- 4.7. The B fleet will race in the RS Tera fleet.



- 4.8. Skippers enter races on each sailing day by signing in with the race secretary prior to racing.
- 4.9. Skippers enter multiday regattas or a series by completing at least one race in that regatta but must sign in on each day they participate.

5. Race Committee

- 5.1. Races will be conducted by a Race Committee in conjunction with the Race Secretary. The Race Committee is made up of two volunteer families.
- 5.2. Each family must do at least two Race Committee days during the season.
- 5.3. Race Committee sign up and roster can be viewed on SBSSA Website.

6. Regatta Dates and Notices to Competitors

- 6.1. Regatta dates are posted on the SBSSA website.
- 6.2. Notices to competitors will be made at the 1pm Mast Meeting on the day of racing and then immediately prior to each race at the same location.
- 6.3. Parents and skippers should attend the mast meetings.
- 6.4. The course notice will be displayed on a white board at the mast at least 4 minutes before the combined start sequence. Any spoken instructions at the mast meeting are binding.

7. Racing Area

- 7.1. For the US Sabot class the normal racing area is within the Santa Barbara Harbor except for some special event races which may include the “Bell Buoy” at the harbor entrance.
- 7.2. For the RS Tera class the normal racing area is within the Santa Barbara Harbor but may include the “Bell Buoy” at the harbor entrance and some special event races to the Mile Marker.
- 7.3. For the O’Pen Skiff class the normal racing area is within the Santa Barbara Harbor but may include the “Bell Buoy” at the harbor entrance and some special event races to the Mile Marker.
- 7.4. For the RS Feva class the normal sailing area is bounded to north by the Santa Barbara Harbor, to the west by the SBYC marks G,F,X, to the south by a line running between the SBYC marks X,C and to the east by the SBYC marks C and E. The water room necessary to round these marks is included in the sail area.
- 7.5. The race committee sets the actual course based on the weather conditions and the skill level of the sailors.



7.6. The decision to sail the course selected by the race committee is solely the responsibility of the sailor and his/her family.

7.7. Competitors are not allowed to enter the Harbor Channel marked by red channel markers or sail within 50 feet of the pier. Entering these exclusion zones will result in disqualification.

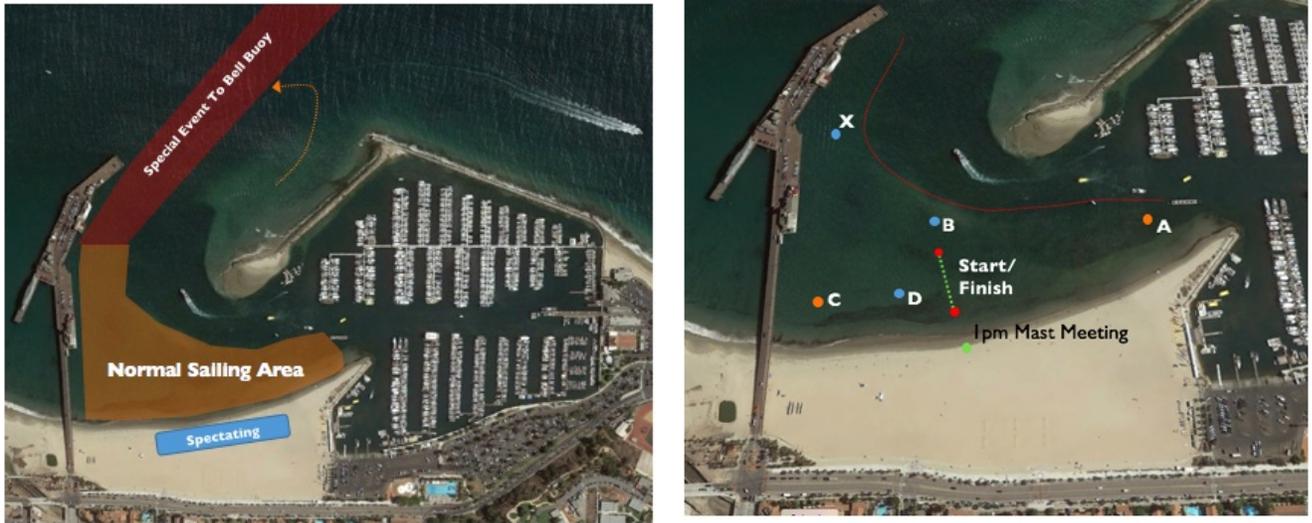


Figure 7-1: Aerial view of harbor and sailing area

7.8. Course and mark positions will be explained by the Race Committee on the day but are typically small red buoys in set positions.

7.9. For the Champ Cup series, the Bell Cup race and the Lemp Cup race, the course includes a rounding of the Bell Buoy unless weather conditions do not allow for it. It is assumed that the skippers have the necessary skills.

8. Starting

8.1. Signals and First Warning

Signals made ashore will be displayed from the mast on the beach approximately in line with the starting line. The first warning signal will be made following the 1pm Mast Meeting at approximately 1:10pm, the actual time is at the discretion of the race committee.

8.2. Starting Sequence

Class flags will be displayed at the 3-minute whistle. Races will be started 3 minutes apart with the starting whistle for one class signaling the 3-minute whistle for the next class.



The starting sequence will be as follows:

Table 8-1: Class flag and time to start

	Class Flag	Time to Start
RS Feva	Green	6
Skiff A Fleet	Red	9
RS Tera B Fleet	Blue	12
Sabot C Fleet	Yellow	15
Sabot Novice	Orange	18

Races will be started using the US Sailing Prescriptions Appendix Q as follows:

Table 8-2: Whistle sequence

Warning Flag	Sound	Time Before
Class Flag	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 3 short	1 minute 30 seconds
Prep Flag Down	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	1 short	5, 4, 3, 2, 1 seconds
	1 long	Start



- 8.3. Auditory signals govern, failure to hear is not grounds for redress.
- 8.4. Skippers must keep clear of the immediate starting area if not next in sequence and must not impede boats that are before them in the start sequence.
- 8.5. Boats that are **wholly** on the course side of the starting line in the last minute before the start may not cross the starting line from the course side. Instead to get to the non-course side before starting they must go around either end of the starting line.
- 8.6. Boats that are **partially** across the starting line in the last minute may sail back to the pre-start side of the starting line as long as the boat does not wholly cross the starting line.
- 8.7. Over early: boats that are **partially (or wholly)** across the starting line at the starting signal, shall sail around either end of the starting line to return to the pre-start side of the line before starting and crossing the line.
- 8.8. On Course Side and Individual Recalls

If a boat or boats are deemed on course side (OCS) when the starting signal is given, the race committee will raise code flag X and make one sound signal. Code flag X will be lowered when all premature starters have correctly started or at minute after the start.

Although every attempt is made to hail the sail numbers of OCS boats and hail “all clear” once all boats have started correctly, this is a matter of courtesy and not a requirement. It is the skipper’s responsibility to start properly and lack of a hail will not be grounds for protest.

OCS boats attempting to restart have no “rights” and must not impede other boats.

- 8.9. General Recalls will be signaled by the Race Committee using the First Substitute code flag and two sound signals and remain up for one minute. The sequence of starts will continue with the recalled fleet going to the end of the starting order.

9. Start/Finish Line Restrictions

The start/finish line is restricted and may not be crossed unless a boat is starting, finishing, or starting the second lap of a twice around course. The penalty for breaking this restriction is disqualification without a hearing.



10. Finishing

- 10.1. The race committee will attempt to hail the number of each boat as it crosses the finish line.
- 10.2. The hail only signifies that the boat has been recorded crossing the finish line, it does not signify that the boat has legitimately participated in or finished the race.
- 10.3. While the finish position will be determined when the first part of a boat in its normal position crosses the line, the boat still must clear the finish line and clear the finish marks. (This modifies rule RRS 28.1) For example, a boat that hits the finish marks invalidates its “finish” and must take a 360 degree penalty on the course side and re-cross the line from the course side.
- 10.4. Boats that have finished should promptly clear the finish area in a manner that does not impede boats that are still racing.

11. Time Limit

The Race Committee will use discretion with time limits for races and/or boats finishing. As a guide, boats that have not finished more than 20 minutes after the leader may be scored “in place” to allow the next races to start in a timely manner.

12. Scoring

- 12.1. The SBSSA uses the Low Point Scoring System of appendix A in the Racing Rules for Sailing 2021-2024.
- 12.2. A sailor will only be scored and deemed to be have entered a race if they have signed on with the race secretary. For the purposes of regatta/series scoring, a sailor must have entered at least one race in that regatta/series.
- 12.3. Regattas or Race Series allow a discard for every 6 races unless stipulated otherwise in the deed of gift for specific events.
- 12.4. The number of discards allowed for perpetual awards is based on cumulative results as stipulated in the deed of gift for that award.
- 12.5. Scoring shall be as follows:



Table 12-1: Scoring table

Position	Score	Typical Situation
1	1	
2	2	
3	3	
Each place thereafter	Add a point	
DNS	Number of competitors in that race + 1	Attended a race day but missed a race (too windy, gear failure etc, left early).
DNF	Number of competitors in that race +1	Failed to finish
RTD	Number of competitors in that race +1	Retired after finish
DSQ or OCS	Number of competitors in that race +1	Infringed and failed to complete the applicable penalty
DNC	Number of competitors that participated in a regatta/series +1	Did not attend a day of a regatta/ series
RDG	Redress Given by Protest Chair	Stopped to assist another boat while racing. Was unfairly positioned due to illegal actions of another boat



- 12.6. For the purposes of trophies and awards where scores are the aggregate of combined regattas/series a sailor must have completed in at least one full regatta/series to be counted. A DNC shall equal the number of competitors that have completed at least one regatta/series stipulated in the deed of gift plus one.

13. Penalties

- 13.1. If you break a rule/foul while racing and cause injury, or significant damage, or gain significant advantage you must retire from the race, otherwise you can sometimes exonerate yourself by doing a penalty. But which penalty?
- 13.2. Very simply put, **if you hit a mark**, (rule 31) you must do a 360 (one tack/one gybe turn) penalty. Note that the anchor line is not part of the mark, if that is all you hit you are OK.
- 13.3. If you break a “**Part 2, When Boats Meet**” rule (these are mostly about right of way, luffing rights, and room at the mark issues) you must do a 720 (two tacks/two gybes in the same direction)
- 13.4. The maximum **on the water** penalty for one incident is a 720 turn. For example if you hit a mark and commit some other foul(s) at the same time, you need only do one 720 turn.
- 13.5. You must pay your penalty as soon as possible after the incident. You should promptly get out of the way and well clear of other boats and do your turn(s). You have no rights while doing your turns. You must take your penalty before the next mark. A penalty taken long after the incident does not count.
- 13.6. If you break a rule other than Rule 31, or a Part 2 rule you cannot exonerate yourself on the water and you must retire. Some examples would be a violation of rules about propulsion, or violating channel restrictions or safety requirements.

14. Protests

- 14.1. SBSSA is focused on developing families through sailing with an emphasis on sportsmanship, learning, honest rivalry and graceful acceptance of results. Protests are a normal part of sailing racing and should be encouraged where rule infringements occur and on the water penalties are not taken or allowed.
- 14.2. Protests should be lodged in a friendly manner.
- 14.3. A skipper that intends to lodge a protest must inform the other competitor at the first reasonable opportunity and inform the race committee or race secretary either in writing or verbally or both immediately following that race.
- 14.4. A boat lodging a protest is not required to display a protest flag.
- 14.5. The Race Secretary may protest a boat for a rules violation.



- 14.6. The Race Secretary may disqualify a boat for course violation.
- 14.7. Protests will be heard following the last race of the day.
- 14.8. The protest will be heard by the Protest Chair, if present, or by someone appointed by the race secretary of the day.
- 14.9. Evidence from the race committee, race secretary, and safety boats is allowed. The skipper presents his/her own case. Parents are not involved at the hearing.
- 14.10. A higher standard is expected of more experienced skippers.
- 14.11. For a protest of a race committee/safety boat action to be upheld the standard is “gross error or gross incompetence”, and not that the action should or could have been done differently or in a more competent manner.
- 14.12. The decision of the Protest Chair is final and there is no right to appeal.

15. Coaching and Assistance

- 15.1. Coaching is allowed for the novice fleet.
- 15.2. As the SBSSA is committed to developing the skills of sailors, skippers who are consistently in the last two boats of C fleet may be coached if they are persistently having problems with a certain aspect of sailing. Examples include but are not limited to consistently sailing into irons, sailing too low or high, poor boat trim, poor sail trim and not adhering to rules.
- 15.3. A boat must never be coached pass another boat. Coaching should be focused on not just one sailor.
- 15.4. Outside of the conditions laid out in 14.1 and 14.2 no coaching is allowed.
- 15.5. Boats that receive outside assistance are subject to disqualification.

16. Mixed Fleet Racing

- 16.1. In the event of mixed class racing (for example Sabots, Skiffs, and Teras combined during the adult race) in order to facilitate both fairness and ease of scoring the mixed class racing shall be done in a “pursuit” format. This means, the slower class starts first and then the faster class starts after a **predefined interval**, both classes sail the same course, and the first boat to finish wins. The expectation being that both classes, sailed by at same skill level, would arrive at the finish line at the same time.
- 16.2. The Commodore shall establish and publish a table of the expected time differentials for various course/wind speeds. As more data comes in, this table may be revised periodically by the Commodore.
- 16.3. The Board may also revise the table. Changes made by Board vote may be further revised by the Board only and not by the Commodore.

