



2022 Santa Barbara National Championship Regatta

SAILING INSTRUCTIONS

Date: June 23-24, 2022
Location: Century Park, 1040 Lakeview Parkway, Vernon Hills, IL 60061
Host Club: Chicago R/C Model Yacht Club. AMYA Club # 7
Club Website: www.ChicagoRCmyc.org
Regatta Website: <https://ChicagoRCmyc.org/sb-ncr-regatta>

1 SCHEDULE

1.1 Date	Day	Activity	Time (24 hour format)
6/23	Thursday	Check in	0800 to 0900 hours
6/23 and 24	Thursday and Friday	Skippers' Meeting	0900 hours
		Fleet Racing begins	0930 hours
		Last race starts before	1600 hours
6/25	Friday	Awards Dinner	1700 hours at the regatta site

1.2 With the objective of safely sailing as many races as can be comfortably accommodated, the Race Director will determine the number of races each day after considering weather, course and equipment conditions. No race shall start after 1600 hours on any day.

1.3 The scheduled time of the warning signal for the first heat is 0930 on each day.

1.4 After a long postponement, to alert boats that a heat will begin soon, an audible signal will be sounded at least five minutes before the warning signal for the first heat following the postponement.

2 RULES

2.1 This Regatta will be governed by the rules as defined in *The Racing Rules of Sailing for 2021-2024* (RRS) as changed by its Appendix E – Radio Sailing Racing Rules, by prescriptions of US Sailing, by rules and regulations of the American Model Yachting Association (AMYA), by the respective class rules of the AMYA Santa Barbara Class, and by these Sailing Instructions.

2.2 These instructions note some changes to the *Racing Rules of Sailing* for this regatta.

3 RACE DIRECTOR AND CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 The Race Director (RD) shall be the primary race official and shall conduct the regatta.
- 3.2 Verbal changes to these Sailing Instructions may be made at any time by the Race Director. All competitors shall be notified. This changes RRS rule 90.2(c).
- 3.3 These Sailing Instructions include Appendix O-E, *The ODD – EVEN System for Regatta Fleets*

4 RACING FORMAT

- 4.1 Considering the number of skippers, weather, course and equipment conditions, the Race Director may decide to use a racing format of:
 - a. *Single Fleet*, or
 - b. *The ODD – EVEN System for Regatta Fleets* in Appendix O-E of these Sailing Instructions.

5 THE COURSE, CONTROL AREA, LAUNCHING AREA, MARKS AND OBSTRUCTIONS

- 5.1 The course location at the regatta site, the course, the order in which marks are to be passed, the side on which each mark is to be left, the control area, the launching area, the starting line marks, the finishing line marks and any areas to be designated as obstructions, will be as determined by the Race Director. The Race Director may verbally communicate this information, may use a course board or may make verbal changes as long as all competitors are notified.
- 5.2 Marks will be colored buoys. Marks on the course can be hit without penalty except for the start line marks while starting and the finish line marks while finishing.
- 5.3 Skippers shall come prepared for wet launch and wet retrieval of their yachts from the boat ramp.
- 5.4 A boat scheduled to race in a heat may be launched, taken ashore and re-launched at any time during the heat. However, they shall not be released to start after the first boat has finished.
- 5.5 Holding or removing a boat from the water during the start sequence or race.
 - 5.5.1 Any boat removed from the water during the start sequence or during the race shall be re-launched at a point no further forward than at the point it at which it was removed.
 - 5.5.2 When boats are re-launched, or after being held during a race or during the final minute of the starting sequence, boats may not be pushed, nor any other form of propulsion used to get them underway.
- 5.6 Only authorized boat crew under the direction of the Race Director, is permitted to operate the rescue boat.
- 5.7 The order of rescue of boats, or the delay in rescuing/freeing of boats, shall not be grounds for redress.

6 CONDUCT OF A HEAT

- 6.1 Heats will be started as required by RRS rule E3.4 using an audible AMYA two-minute starting sequence. This changes RRS rule E3.4.a.
- 6.2 Prior to the warning signal, a skipper may request the Race Director to delay the starting sequence for five minutes for the repair of a technical problem or breakdown of their boat. When such a delay is granted, it will be announced and the warning signal will be sounded when five minutes expire from the start of the delay or when the skipper notifies the race director that the boat is ready. Each boat may be granted one such delay per day.

- 6.3 Boats not in a heat shall stay clear of the starting and finishing areas. Boats that have finished in a heat shall stay clear of the finishing area.
- 6.4 The regatta will be conducted as if flag I is displayed, even if there is no physical flag I visible.
- 6.5 **Individual Recall** – When at a boat’s starting signal any part of her hull or equipment is on the course side of the starting line, the line judge will attempt to recall that boat by hailing per rule E3.5. Failure of the line judge to make a hail or failure of a skipper to hear such a hail will not be grounds for a request for a redress hearing. This changes RRS rule E3.5.
- 6.6 **Penalty Turns** – RRS Rule E4.3, *Taking a Penalty*, will apply. A penalty turn is a 360 degree turn. You shall continue to do turns until any advantage gained is lost. If you cause a boat to retire, you shall retire also.
- 6.7 The finishing line will be between the finishing marks identified by the Race Director.
- 6.8 If no boat has passed Mark 1 within fifteen minutes, the Race Director may abandon the heat. If no boat has finished within thirty minutes, the Race Director may abandon the heat.
- 6.9 If a boat or boats significantly lag the balance of the boats that have finished a heat, the Race Director may assign finishing positions to these boats. Further, a disabled boat that is still under control and could finish eventually, may, at the discretion of the Race Director, be assigned a finishing position.

7 SCORING, MEASUREMENT VERIFICATION AND PRIZES

- 7.1 The Low Point System described in Appendix A of *The Racing Rules of Sailing* shall apply, using one point as the lowest score. For each eight races sailed, one high score race shall be discarded from each boat’s overall score.
- 7.2 At least eight races shall be completed for the event to be a National Championship Regatta.
- 7.3 It is the skipper’s responsibility to ensure that the skipper’s boat complies with the Class rules.
- 7.4 The Race Director may conduct random, onsite verification of equipment, measurements and class authentication. Boats failing to meet AMYA Santa Barbara Class rules shall be disqualified from any races completed prior to its being brought into compliance and this disqualification is without right to appeal.
- 7.5 At the conclusion of the regatta, trophies and AMYA Gold Chevrons will be presented to yachts finishing in first, second and third places with a trophy presented to the yacht finishing in fourth place.

8 SAIL NUMBERS

- 8.1 Sail numbers are required on both sides of the jib sail and the main sail. Opaque tape may be used for sail numbers.

9 DISCLAIMER OF LIABILITY

- 9.1 Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury sustained in conjunction with or prior to, during, or after the regatta.

10 ELIGIBILITY

- 10.1** The regatta is open to members of the American Model Yachting Association.
- 10.2** All yachts entered shall be properly registered with the AMYA Santa Barbara Class and meet the AMYA Santa Barbara Class Rules.
- 10.3** Entries from applicants outside the U.S. may be accepted providing Yacht and/or Skipper are properly registered with their national authority.

APPENDIX O-E — The ODD – EVEN System for Regatta Fleets

The *ODD – EVEN System* was designed to be used for regatta fleets when the number of entries are roughly equal to two times what the starting line can handle in a single fleet.

DEFINITIONS

- Race** Two consecutive heats make up one race. The heats are called ODD and EVEN.
- Scoring** Each heat is scored using the *Low Point System*. The score of a boat in a heat is the score of that boat in that race. In each race there will be two boats that have scores of 1, two boats scoring 2, two boats scoring 3, etc.
- ODD & EVEN** The first heat in the race is the ODD heat. The second heat in the race is the EVEN heat. One-half of the boats are scheduled to compete in the ODD heat of a race as the ODD boats. The other half of the boats are scheduled to compete in the EVEN heat of the race as the EVEN boats. Every boat is scheduled to compete in one heat of each race.
- Race Finish Sheet** For each race of ODD and EVEN heats, a one-page, four-column *Race Finish Sheet* is used to record sail numbers as boats finish. An example is included with this Appendix.
- Roll Call** The race official may list the sail numbers of the ODD and EVEN heats on a white board. The race official conducts a roll call, calling out the sail number of each boat scheduled in that double heat. As each sail number is called out, the skipper of that boat is required to answer in acknowledgement.
- Scheduled** All boats are scheduled into the race's heats before the first heat begins in a race.

A1 SELECTING THE FLEET OF BOATS FOR EACH HEAT

- A1.1** Let's use an example of a regatta with 20 boats entered. To establish the ODD and EVEN fleets for the first race, the Race Director randomly schedules half the entries to the ODD heat 1 and the remaining half of the entries to the EVEN heat 2.
- A1.2** At the end of ODD heat 1, the finishing sail numbers are recorded on a simple *Race Finish Sheet*, from 1st to whatever. The same is done to record finishes for EVEN heat 2.
- A1.3** The next race of ODD and EVEN heats are scheduled using the finishing places from the ODD and EVEN heats in the previous race.
- A1.4** In our example regatta, we have 10 boats (half of our entries) in ODD heat 1. Their finishes are recorded 1–10. All boats finishing in the ODD positions (1, 3, 5, 7, etc.) are automatically scheduled to sail in the next ODD heat 3. Likewise, the EVEN finishers (2, 4, 6, 8, etc.) will sail in the next EVEN heat 4. In the same way, the 10 boats in EVEN heat 2 are automatically scheduled to sail in the next race according to their finish positions in EVEN heat 2.
- A1.5** The race of ODD and EVEN heats 5-6 is scheduled using the finishing positions from the race of heats 3-4. The race of ODD and EVEN heats 7-8 is scheduled using the finishing positions from the race of heats 5-6. The process repeats for the entire regatta.

APPENDIX O-E — The ODD – EVEN System for Regatta Fleets

A2 ADMINISTERING THE SYSTEM

- A2.1** There are some steps that make administering this system a lot easier for everyone. Heats in the regatta are numbered consecutively: 1, 2, 3, 4, etc. The odd numbered heats are the ODD and the even numbered heats are the EVEN. A pair of heats (1-2, 3-4, 5-6, etc.) make up each race. On the master regatta score sheet, the races are labeled 1-2, 3-4, 5-6, etc.
- A2.2** For each race of ODD and EVEN heats, a one-page, four column *Race Finish Sheet* is used to record sail numbers as boats finish. An example of a *Race Finish Sheet* is included on page 3 of this Appendix. The first column lists the finishing positions for both the ODD and EVEN heats with one heat above the other.
- A2.3** As boats finish, their sail numbers are written in the first column for that heat.
- A2.4** After both heats finish, the sail numbers from the second column are copied into the blanks of the third and fourth columns. The third and fourth columns now list the boats for the “Next ODD” and “Next EVEN” heats of the following race.
- A2.5** A race official uses the previous *Race Finish Sheet* for a roll call at the beginning of every heat. The race official calls out the sail numbers for each boat scheduled to race. As each sail number is called out, the skipper of that boat is required to answer in acknowledgement.

A3 SCORING

- A3.1** The boats competing in each heat are scored as a single fleet using the *Low Point System* described in Appendix A of *The Racing Rules of Sailing*.
- A3.2** Each heat is scored on a *Race Finish Sheet* and then, after both the ODD and the EVEN heats of a race are completed, the scores are entered onto a master regatta score sheet as a single race.
- A3.3** Both the ODD and the EVEN heats in a race must be completed for the scores of either heat to be included in the scoring for the regatta. For example, if weather causes the second heat of a race to be abandoned, then the first heat in that race is not used for regatta scoring.

Note: Thanks to Steve Lang for his excellent article “Odds & Evens” in *Model Yachting* #134. Steve’s description of the Odds & Evens system was the basis for this Appendix.

