

The 2025 CORINTHIAN CUP
The San Francisco Yacht Club & Annapolis Yacht Club
August 16-17



The San Francisco Yacht Club
Adult Team: Justin Oberbauer, Rowan Fennell, Vikki Fennell, Cameron Tuttle
Youth Team: Mark Xu, Rhett Krawitt, Oscar Melet, Beckett Kern



Annapolis Yacht Club
Adult Team: Fletcher Sims, Bradly Stagg, Lilla Yannelli, Isaac Merritt
Youth Team: Alex Baker, Charlotte MacDonald, Will Mohler, James Biles

SAILING INSTRUCTIONS

(NOR Attached at end of SIs)

1 RULES (in addition to NOR Section 1, per NOR 1.8)

- 1.1 When a boat fails to sail the course in accordance with RRS 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 63.1, and A5.
- 1.2 Delete RRS C6.3 and replace with: "A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring."
- 1.3 For the 2v2 team racing discipline RRS 17 shall not apply.
- 1.4 SI Addendum A changes a number of rules.
- 1.5 Add to the end of RRS C8.7 "Umpires and Judges shall apply SI Addendum E when applying penalty points."

2 CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 0930 on the day it will take effect, except that any change to the start time or venue of races will be posted by 1900 on the day before it will take effect.
- 2.2 For changes to the sailing instructions made after 0930 hours on a race day, competitors will be notified on the water verbally by the Joint Committee by verbal communication, or loud hailer, or VHF. When possible, notification will also be distributed in writing on the water prior to the Attention Signal of the match in which they will begin to take effect. The changes shall remain in effect for all subsequent matches on that race day. If the changes are to remain in effect for subsequent race days, notification will be given as described in SI 2.1.

3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed from the flagpole on the SFYC lawn.
- 3.2 When flag “AP” is displayed ashore, the first warning signal will be made not less than 45 minutes after flag AP is lowered. This changes race signal “AP”.

4 CREW LISTS

Crew lists are listed at the top of this document.

5 BOATS AND SAILS

- 5.1 The boats have been equalized in performance potential to the extent possible. An alternate boat may be substituted in case of a breakdown.
- 5.2 The sail combination to be used will be signaled from the RC signal boat with or before the warning signal. The signals shall have the following meanings:

No signal	Mainsail, Jib, Spinnaker
Code Flag “W”	Mainsail, Jib (no Spinnaker)
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 Boats shall have their spinnaker poles in upwind sailing position (retracted) except when on the legs between mark WR and Gate R or the finish line, and between mark WY and LY or the finish line. Poles shall not be extended until the boat’s bow passes the extension of an imaginary line passing between the pairs of marks listed above, and shall be retracted before passing that line below gate R or mark LY, or at the first reasonable opportunity.
- 5.5 All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the sailing instructions or the OA. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.
- 5.6 Addendum B, Handling the Boats, lists how to handle the boats and the equipment on board.
- 5.7 Addendum C, Permitted and Prohibited Actions, lists items and actions that are prohibited, permitted and mandatory.

6 ROUNDING MARKS and COURSES

- 6.1 Marks WR, gate R: red inflatable conical buoys
Mark WY, LY: yellow inflatable conical buoys
- 6.2 The courses are described in Addendum D.

7 THE START

- 7.1 The starting line will be between a staff or halyard displaying an orange flag on the Race Committee Signal Boat and an orange ball buoy.
- 7.2 The race number will be displayed on the RC signal boat near the stern.
- 7.3 Team races will be started in accordance with RRS Appendix U-Audible Signal Racing System.

8 THE FINISH

- 8.1 The finish line for the match races will be the same as the starting line described above.
- 8.2 The finish line for the team races will be between a staff or halyard displaying a blue flag on the Race Committee Signal Boat and a green inflatable conical buoy on the opposite side of the Signal Boat from the starting buoy.

9 CHANGE OF POSITION OF MARKS

The marks of the course may be adjusted up to 10 degrees and/or 20% leg length without a signal in order to improve course squareness and timing, provided no boat racing is on the leg prior to that mark. This changes RRS 33.

10 TIME LIMITS AND TARGET TIMES

- 10.1 The target time for each race will be 12-15 minutes. Failure to meet this target time shall not be grounds for redress.
- 10.2 The time limit for each race is 40 minutes.

11 BREAKDOWNS

- 11.1 Until 5 minutes before her start, or within 2 minutes of finishing, a boat may display flag “L” to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC Signal Boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be at the discretion of the Joint Committee. Their decision may be to have the team switch into a predetermined spare boat, if available.
- 11.3 After the attention signal or warning, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 A match race in which breakdown time has been requested shall continue with a regular starting “blank” sequence, and then be given a new starting sequence at the end of the starts for that flight. This new sequence will begin with a new attention signal.

12 SCORING

See NOR 8 EVENT FORMAT.

13 HAUL-OUT RESTRICTIONS

Boats shall be afloat before 0900 hours on Saturday and shall remain afloat until one hour after the completion of racing for all fleets on Sunday. The JC may request a boat to be hauled to inspect for damage and subsequent repairs.

14 DAMAGE AND BREAKDOWNS

- 14.1 When damage occurs or is likely to have occurred, regardless of whether a boat has been penalized or an umpire has instructed a boat to report to the bosun for damage inspection, that boat shall report to the bosun immediately at the end of the race in which the damage occurred.
- 14.2 Except when RRS 61.4 (b) (2) applies, failure to effect repairs in the time allowed or breakdowns after the warning signal shall not be grounds for a boat to request redress. This changes RRS 61.
- 14.3 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall immediately retire.

15 SPECTATOR AND COACH BOATS

- 15.1 Spectator boats shall stay at least 100 yards outside of the racing area, defined by the upwind laylines from the starting line and the upwind laylines to the weather mark. Spectator boats shall also stay at least 100 yards away from any boat that is racing.
- 15.2 Spectator boats near the starting area shall be anchored during all starting sequences, and be at least 200 yards away from the starting line.
- 15.3 There shall be no coaching on the water.

SI ADDENDUM A – CHANGES TO RRS AND APPENDIX D

Changes to the rules of Part 2 have been authorized by WORLD SAILING under RRS 86.2.

A1 ADD NEW DEFINITIONS

Skipper The crew member on-board who is in charge of the boat and the crew.

A2 CHANGES TO THE RULES OF PART 2, 3, 4 AND 5

A2.1 RRS 31 (Touching a Mark) is changed to: “While *racing*, neither the crew nor any part of a boat's hull shall touch a starting mark before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.”

A2.2 Add to RRS 41: “(e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.”

A2.3 The first sentence of RRS 63.7 (b) is changed to: “A party to a hearing may not ask for a reopening.” Subsequent sentences in this rule are deleted.

A3 CHANGES TO THE RULES OF RRS APPENDIX D

Protests and Requests for Redress

A3.1 All references to a “red flag” for protests are changed to a “yankee flag.”

A3.2 Rule D1.1(d) applies. Arm signals are required.

A3.3 Rule D1.2(c) is deleted and replaced by: “A boat intending to request redress for an incident in the racing area, or protest for an alleged breach of a rule other than a rule of Part 2 or RRS 31 or 42, shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intent to protest or request redress and, when applicable, identify the protested boat.”

A3.4 Add new rule D1.2(e):

“If the Protest Committee decides that a breach of a rule, other than a rule of RRS Part 2, has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a re-sail or to impose no penalty.”

Penalties

A3.5 RRS D1.3 (a) (Penalties) first sentence is changed to:

“When a boat may have broken one or more rules of Part 2, or RRS 31 or 42 in an incident while *racing*, she may take a voluntary penalty before her starting signal or on a beat to windward by gybing, and on all other legs of the course by tacking.”

A3.6 Add new rule D1.3(e):

“A boat taking a penalty by tacking shall have the spinnaker head below the main-boom gooseneck when she passes head to wind until she is on a close-hauled course in the process of taking her penalty.”

Penalties Initiated by an Umpire

A3.8 RRS D2.3(d) is changed as follows:

Add: “The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty on a right-of-way boat that breaks only rule 14 and has not taken a voluntary penalty. In addition, when there is damage, two race umpires together with another umpire may determine that a race-win penalty as prescribed in SI Addendum E is warranted for one or more boats, without a protest hearing. The boat(s) that broke rule 14 shall be informed as soon as practicable about the damage level and penalty(ies) that will be imposed. Only at the time of being so informed may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the protest committee, which shall act under D3.1(d)(3) and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty(ies) by reporting it to the Race Committee. Rule D2.6 applies to this decision.”

A3.9 Rule D2.3:

Add: "(g) a boat fails to comply with a prohibited action or requirement in Addendum B"

A3.10 Rule D2.5 is changed to read:

"A boat penalized by an umpire shall take a One-Turn Penalty, except that when an umpire hails a number of turns, the boat shall take that number of One-Turn penalties."

SI ADDENDUM B - HANDLING THE BOATS

Boat Check Out/In and Equipment List

All items on the list are supplied and must be checked and returned, noting any issues or loss. The “Boat Kit” is a blue waterproof duffel and contains:

- VHF radio
- Spare spectra line
- Yankee Flag
- Red flag

There is an orange dry bag in the forward hatch with the following equipment in it. Please do not open or remove anything unless required to do so:

- Laminated boat registration
- Airhorn
- 3 flares
- Throwable PFD

Check the battery charge level, and know that the maximum run time is one hour. **The engine should be thought of as a means to get in and out of the harbor and cove**, not relied upon for long-distance transit.

- Upon return leave the boat in a clean and seamanlike manner:
- Ease backstay tension to a soft but not loose (“at rest”) setting.
- Attach the main halyard to the end of the boom to use as a topping lift and adjust along with vang and mainsheet tensions to minimize boom movement.
- Secure all halyards to prevent slapping on mast.
- Remove rudder and tiller and stow in padded bag in cockpit.
- Return all loose Supplied Equipment in the “Boat Kit.”
- Check that docklines and fenders are secure and will keep the boat in position if the wind shifts.
- Bail and/or sponge the bilges dry.
- Remove all trim marks, notes, tape, Velcro tabs etc. and clean off any tape residue.
- Secure the forehatch and aft hatch.
- Main and jib should be rolled and stored following orientation procedures. Spinnaker should be flaked and bagged and returned in “Boat Kit.”
- Remove and dispose of all garbage.
- Remove all personal belongings.
- Return “Boat Kit.”

Sailing and Operating Rules

The following items and actions are mandatory:

1. Compliance with all USCG regulations.
2. Charterer is required to supply his/her own personal safety equipment for him/herself and for all crew, as well as any other personal sailing equipment needed in light of the existing and predicted weather conditions.

Except in an emergency or in order to prevent damage or injury, or when directed by an SFYC representative or other Authority such as USCG, otherwise, the following are PROHIBITED:

1. Sailing or operating the boat in a manner that it is reasonable to predict that significant damage would result.
2. Operating the RS21 without an SFYC Certified RS21 Skipper on board.

3. Adjusting or replacing any rigging or hardware.

SI ADDENDUM C - Permitted and Prohibited Actions

The following items and actions are PERMITTED:

It is permitted to take on board the following equipment:

1. Basic hand tools
2. Adhesive tape or Velcro tape but not duct tape
3. Line (elastic or otherwise, of 4 mm diameter or less)
4. Pencils and non-permanent marking pens
5. Tell-tale material
6. Watch, timers, hand held compass, hand held electronic wind instrument and Velocitek ProStart (or similar RS21 Class Rules approved unit)
7. Handheld VHF
8. Soft-shackles, cotter pins/ring dings and clevis pins
9. Self-adhesive sail repair tape/material
10. Cooler, snacks, hydration

And to use these items in the following ways:

1. Attach tell tales
2. Prevent fouling of lines, sails and sheets, or securing the spinnaker halyard
3. Prevent sails being damaged or falling overboard
4. Mark control settings
5. Make minor repairs and permitted adjustments

The following items and actions are PROHIBITED:

1. Use of the boat in any regattas or races other than those listed on the SFYC RS21 webpage
2. Use of the boat outside the race area of a regatta, and transit to and from
3. Use of the boat outside of the Charter Term
4. Use of the boat for practice when the sustained wind is over 22 knots
5. Rafting of boats, unless instructed to do so at SFYC
6. Leaving the boat unattended, except at the regatta host yacht club's docks.
7. Leaving the boat at anchor or on a mooring
8. Using the boat to tow any other vessel

Except in an emergency or in order to prevent damage or injury, or when directed by a Race Official or other Authority such as USCG, otherwise, the following are PROHIBITED:

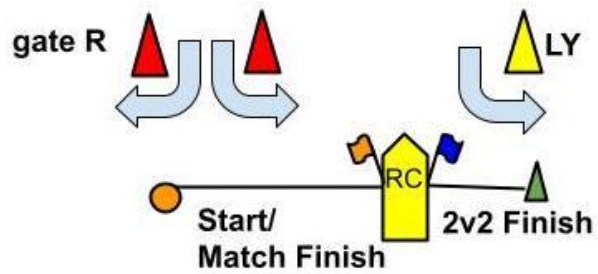
1. Sailing or operating the boat in a manner that it is reasonable to predict that significant damage would result.
2. Operating the RS21 without an SFYC Certified RS21 Skipper on board.
3. Rigging and Hardware:
 - a. Use of duct tape anywhere on the Boat.
 - b. Marking directly on the hull or deck with permanent ink. Use of pencil is permitted. All marks are to be removed by the Charterer prior to Check-in.
 - c. Marking of halyards, sheets or other running rigging with ink or any other permanent mark. Tape or thread may be used.
 - d. Adjusting the tune of the rig.
 - e. Perforating sails to attach tell tales.
 - f. Using a mechanical advantage to adjust the tension of the vang, Cunningham or outhaul.
 - g. Omitting any headsail hank or mainsheet block.
 - h. Running any component of the running rigging in any configuration which varies from the layout shown on the deck layout diagram in the Sailing Manual.

- i. Changing out of the supplied loose hardware (blocks, shackles, hiking stick etc.) for items brought onboard by the Charterer.
- j. Use of metal shackles other than those supplied (and those only for their intended purpose). Use of soft shackles is permitted.
- k. Adjustment of the gap between the top of the rudder pintles and gudgeons.
- l. Removing or adjusting the length of the tiller extension.
- m. Moving the position of the bowsprit limit strap on the foredeck.
- n. Adjusting the tension of the lifelines.
- o. Increasing or decreasing the number of purchases on any of the running rigging assemblies (except jib sheet, from which a purchase may be removed)
- p. Use of the shrouds (including any inner shrouds) to facilitate tacking, gybing, or rolling the boat, or to aid the projection of a Crew member outboard.
- q. The use of electronic wind instruments other than those forming part of the Boat's standard equipment, except that hand-held wind instruments may be used, provided they are not integrated into the Boat's standard equipment. A Portable GPS Electronic like the Velocitek ProStart (or similar as permitted by the Class Rules) may be used. Mounting bracket for a Velocitek ProStart is not supplied. If the Charterer is using a different model unit, he/she may use Velcro, tape or lashing to attach the unit to the mast.

4. Boat and Equipment:

- a. Any additions, omissions or alterations to the Boat or Supplied Equipment (except as expressly noted as being allowed in this document).
- b. The use of any part of the Boat or Supplied Equipment for a purpose other than that intended or as specifically permitted in the RS21 Class Rules.
- c. Replacement of a part of the Boat or Supplied Equipment without the prior sanction of the RC. All replacement parts or equipment are to be supplied by the SFYC and installed by, or at the direction of, the Fleet Manager.
- d. Repairs to any part of the Boat or Supplied Equipment. All repairs are to be carried out, or arranged by, the Fleet Manager.
- e. Moving Supplied Equipment from its Normal Stowage Position except when being used.
- f. Leaving any Supplied Equipment off the Boat for racing – e.g. standard equipment
- g. Hauling out a Boat.
- h. Towing the Boat, except when expressly requested to do so by an SFYC representative.

SI ADDENDUM D - COURSES



2v2 Course: Start - WR to starboard - WY to starboard - LY to port - WY to starboard - Finish

Match Race Course: Start - WR to starboard - gate R - WR to starboard - Finish

SI ADDENDUM E - PENALTIES FOR DAMAGE

RRS C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This Addendum explains how damage will be assessed and gives general guidance on the appropriate penalty. When the PC has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

The 2025 CORINTHIAN CUP
The San Francisco Yacht Club & Annapolis Yacht Club
August 16-17



NOTICE OF RACE

The Organizing Authority (OA) is The San Francisco Yacht Club in conjunction with the Joint Committee of the SFYC/AYC Corinthian Cup.

1 RULES

- 1.1 The event will be governed by the rules as defined by the Racing Rules of Sailing (RRS) and the Declaration of Trust and Conditions Governing the SFYC/AYC Corinthian Cup (DOT).
 - (a) RRS Appendix C will apply for match races.
 - (b) RRS Appendix D and Appendix U will apply for team races.
- 1.2 RRS17 is deleted. (US Sailing permission letter on file.)
- 1.3 All races will be umpired.
- 1.4 Regarding match racing, this will not be a World Sailing graded event.
- 1.5 The rules for the handling of boats and equipment as provided in the sailing instructions will apply. RS21 class rules will not apply.
- 1.6 Rule 40.1 applies at all times when boats are outside the harbor. PFDs shall be USCG approved.
- 1.7 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery. Assisting in recovery of a crew from another boat, as described above, will not be grounds for redress. This changes rule 61.1(b).
- 1.8 Any additional alterations to the rules or prescriptions will be published in the sailing instructions.
- 1.9 The warning or attention signal for a flight shall not be given if the average wind strength, when measured from the signal boat, is less than six (6) knots or greater than twenty-two (22) knots for a three (3) minute period. The JC may elect to change the wind limits by a majority vote.

2 SAILING INSTRUCTIONS

The sailing instructions will be available no later than 1600 on August 14 on the official notice board and on the website www.sfyc.org.

3 COMMUNICATION

- 3.1 The official notice board is located on the west wall of the SFYC clubhouse.
- 3.2 On the water the race committee will communicate with umpires and competitors on VHF radio channel USA 65A.
- 3.3 Except in an emergency or breakdown, or if requested to do so by the race committee, competitors shall not make voice or data transmissions, nor shall they receive voice or data communication unless it is available to all boats.

4 ELIGIBILITY AND ENTRY

- 4.1 The San Francisco Yacht Club and Annapolis Yacht Club shall each be represented by two teams, an adult team and a junior team. The adult teams shall be mixed, i.e. at least one crew member of each gender. All sailors on the junior teams shall be between the ages of 13 and 18. All ages shall be as of the first day of racing. All sailors shall be members, or spouses of members, in good standing of their respective yacht club, according to that club's bylaws.
- 4.2 The registered skipper shall helm the boat at all times while racing, except in an emergency.
- 4.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.2 and shall be categorized as World Sailing Group 1.

- 4.4 The teams shall be entered by the submission of crew lists to the Joint Committee no later than 1700 on August 1.

5 BOATS AND SAILS

- 5.1 Each team will be assigned, by random draw by a representative of the visiting team at the Saturday meeting, 2 boats from the SFYC fleet of matched RS21s for each day of racing. Boats will be swapped between the two clubs for the second day of racing.
- 5.2 The following sails will be provided for each boat: Mainsail, Jib, and Asymmetrical Spinnaker.
- 5.3 Variations between provided boats or sails shall not be grounds for redress.

6 CREW (INCLUDING SKIPPER)

- 6.1 Each boat shall be crewed by 4 sailors.
- 6.2 Teams shall declare 2 skippers for the event, one for each boat: adult and junior.
- 6.3 Registered crew shall sail all races; however, the JC may authorize a substitute, a temporary substitute or other adjustment when a crew can no longer continue to race due to an emergency.

7 DAMAGE AGREEMENT

Each skipper, or the case of a minor, their parent or guardian or club representative, shall sign an online Damage Liability Agreement prior to helming a boat, which outlines the cost of damage per incident.

8 EVENT FORMAT AND SCORING

- 8.1 One point shall be awarded for each race win in each discipline. Other race points will be awarded as specified in Appendices C and D, as appropriate.
- 8.2 The format on the first day will be 2v2 team racing.
- 8.3 The number of races to be sailed on the first day will be determined by the JC with the intention to start each subsequent race as soon as practicable after the previous race until one team has accumulated 5 points.
- 8.4 Races on the second day will be organized into flights of match races within each division, with the order of matches being adult followed by junior. A coin toss on Saturday evening will determine the entry side for the first match.
- 8.5 Racing will continue on the second day until one team has accumulated 11 or more points at the end of a flight and the other team has not, in which case the team with 11 points will be declared the winner of the 2025 Corinthian Cup.
- 8.6 If neither team has accumulated 11 points at the conclusion of racing on the second day, the winner shall be the team with the most points at the end of the last completed flight.
- 8.7 In the event of a tie at the end of racing on the second day, the tie will be broken in favor of the team that accumulated the most points during the 2v2 team racing. If the 2v2 team racing was tied the tie shall be broken in favor of the team that won the last completed match race.
- 8.8 The JC may change the format or terminate racing on either day when, in its opinion, it is impractical to attempt to hold more races under the existing conditions or in the remaining time scheduled.

9 SCHEDULE

- Boats available for practice on Friday 1100-1700, and may be raced in the CYC Friday Night Race if desired. (Contact SFYC Fleet Manager to schedule at RS21@sfyc.org)
- Cocktail reception at 1730 on Friday.
- Racing days are August 16 and 17.
- A mandatory competitors' briefing is scheduled for 0915 both race days.
- A meeting with the umpires will be immediately following the first competitors' briefing.
- The time of the first warning or attention signal each day is scheduled for 1100.
- Hosted Club Blazer Dinner at 1830 on Saturday.
- The latest time for an initial attention signal for a flight on the second day of racing will be 1530.
- The Prize Giving will be held immediately following racing on the second day.

10 VENUE

The primary racing venue will be in the vicinity of Southampton Shoals. Other venues on San Francisco Bay may be used depending on conditions, and decided by the JC.

11 COURSES

11.1 The team racing course for 2v2 will be a starboard box type, with extra W/L legs.

11.2 The match racing course will be starboard rounding W/L type with a gate.

12 MEDIA, IMAGES AND SOUND

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images, and biographical information relating to the crew and photographs, video footage, and audio recordings taken of the boat and its crew prior to, during, and after the race without compensation.

13 DISCLAIMER AND RISK STATEMENT

Competitors participate in the event entirely at their own risk and subject to the terms and conditions of the SFYC liability waiver, which each competitor must sign online.

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.

14 PRIZES

14.1 The Corinthian Cup Perpetual Trophy will be awarded to the winning team.

14.2 Take home trophies will be awarded to the sailors on the overall winning team.