

THE SAN FRANCISCO YACHT CLUB



2v2 Team Race Invitational

May 2-3, 2026

Organizing Authority: The San Francisco Yacht Club, Belvedere, California

SAILING INSTRUCTIONS

(NOR Attached at end of SIs)

1 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect and will be discussed during the morning Umpire Briefing, except that changes made to the Regatta Format and the Rotation, may be made verbally on the water, and will be effective immediately, in which case flag “L” will be displayed from the signal vessel.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the Official Notice Board located on the west wall of the SFYC Clubhouse.
- 2.2 The race committee signal vessel will monitor and communicate with the fleet on the VHF USA channel 65A (1065).

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 warning signal will be made not less than 45 minutes after flag AP is lowered. This changes race signal “AP”.

4 BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

- 4.1 RS21-type boats will be provided by the OA for competing teams. The boats have been equalized in performance potential to the extent possible and organized into 2-boat fleets. Claims regarding a boat’s performance will not be grounds for a boat to request redress. This changes RRS 62.1(a).
- 4.2 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.
- 4.3 [DP] Boats shall have their spinnaker poles in upwind sailing position (retracted) except when on the leg between mark WR and mark L or the finish. Poles shall not be extended until the boat’s bow passes the extension of an imaginary line passing between those two marks, and shall be retracted before passing that line below mark L.
- 4.4 Addendum B, Handling the Boats, lists how to handle the boats and the equipment on board.
- 4.5 Addendum C, Permitted and Prohibited Actions, lists items and actions that are prohibited, permitted and mandatory.

5 REGATTA FORMAT

- 5.1 The regatta format and number of races will be determined by the OA depending on sailing conditions and progress of racing.
 - a) There are three round-robins scheduled amongst all teams.
 - b) Time and conditions permitting, the top two ranked teams will race a best 2 of 3 race finals. The third and fourth ranked teams will race a best 2 of 3 petit final.
 - c) No race wins from the first two round-robins will carry forward to the final or petit final.

- 5.2 The Principal Race Officer in consultation with the Chief Umpire, may terminate or modify the format in progress, change assigned boats, change the order of races, or make such other arrangements as may be necessary to conclude the event. This changes rule D4.2 (b).

6 COURSE

- 6.1 The course is shown in SI Addendum D. Marks WY, WR, and L are rounding marks.
- 6.2 The course is: Start - WY to starboard - WR to starboard - L to port - WR to starboard - Finish.
- 6.3 The race committee may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33.
- 6.4 Courses may not be shortened. This changes RRS 32 and race signal "S".

7 MARKS

- 7.1 Mark WY is a yellow inflatable conical buoy. Marks WR and L are red inflatable conical buoys.
- 7.2 The port end of the starting line is an orange ball buoy.
- 7.3 The starboard end of the finish line is a white ball buoy.

8 START AND FINISH

- 8.1 The starting line is between the starting line buoy and a staff or halyard displaying an orange flag on the signal boat.
- 8.2 When the signal boat displays flag W prior to the warning signal spinnakers shall not be used for that race.
- 8.3 The finishing line is between the finishing line buoy and a staff or halyard displaying a blue flag on the signal boat.
- 8.4 Races will be started using Appendix U - Audible-Signal Racing System.

9 SCORING

Scoring will be in accordance with rules D3 and D4 as modified by Addendum A.

10 DAMAGE AND BREAKDOWNS

- 10.1 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. Damages and penalties will be assigned in accordance with Addendum F.
- 10.4 Except when RRS 62.1(b) 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 62.
- 10.5 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall immediately retire.

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 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.”

A2.2 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.

A2.3 Rule 17 does not apply.

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.”

Penalties Initiated by an Umpire

A3.6 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 F 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.”

A3.7 Rule D2.3:

Add: “(g) a boat fails to comply with a prohibited action or requirement in Addendum C”

A3.8 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

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.
- 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 bagged
- Remove and dispose of all garbage.
- Remove all personal belongings.

Sailing and Operating Rules

The following items and actions are mandatory:

1. Compliance with all USCG regulations.
2. Participants are required to supply their own personal safety equipment for themselves, as well as any other personal sailing equipment needed in light of the existing and predicted weather conditions.

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
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 or actions 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

Except in an emergency, or in order to prevent damage or injury, or when directed by a Race Official it is prohibited to sail or operate the boat in a manner that it is reasonable to predict that significant damage would result.

The following items and actions are NOT PERMITTED:

Rigging and Hardware:

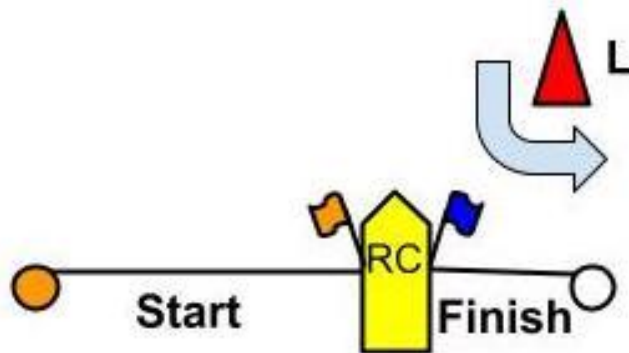
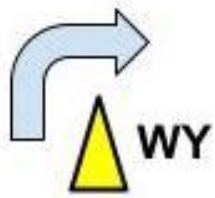
- a. Use of duct tape anywhere on the Boat.
- b. Marking directly on the hull or deck with permanent ink. Use of pencil is permitted. All marks are to be removed by the Charterer prior to Check-in.
- c. Marking of halyards, sheets or other running rigging with ink or any other permanent mark. Tape or 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 above the turnbuckle (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.

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.
- 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

SI ADDENDUM D - COURSE



SI ADDENDUM E – ROTATION

See separate attachment.

SI ADDENDUM F - PENALTIES FOR DAMAGE

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;

Level	Round Robin	Finals
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.

NOTICE OF RACE

Amendment in section 5

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, including Appendix D, Team Racing Rules.
- 1.2 Participation in the regatta is only by invitation.
- 1.3 When the protest committee finds that a boat or team's competitor has broken one or more rules where there was, repeated breach of boat handling requirements, serious damage caused by reckless sailing or poor seamanship, poor sportsmanship, or misconduct as described in RRS 69.1(b), it shall make a report to the OA who may revoke that team's invitation and excuse the team from the remainder of the regatta. The OA may also take this action without such a report after consultation with regatta management.
- 1.4 Rule 40.1 will apply at all times when boats are on the water away from the dock. PFDs must be provided by the sailors.
- 1.5 The sailing instructions will describe any changes to the rules.

2 CLASS

RS21-type boats will be provided. Spinnakers may be used, conditions permitting. Standing rigging shall not be adjusted, except at the direction of the OA.

3 TEAMS

- 3.1 Three or four sailors are required per boat. Each competing team shall consist of two full boat crews.
- 3.2 Sailor substitutions are not permitted without prior approval of the OA.
- 3.3 Up to six teams will be invited to participate.

4 CREW WEIGHT

There is no crew weight limit.

5 ELIGIBILITY AND ENTRY

- 5.1 Entry is by invitation. Teams must request an invite at the link below, and shall submit the online form no later than April 15.
<https://forms.gle/VA9f5QUJuLT5v9J98>
- 5.2 Invitations will be sent within 72 hours of the request.
- 5.3 The online registration and entry fees must be received no later than April 20, to confirm entry in the event.

6 FEES

The entry fee is \$1050 per team, and includes an optional practice on Friday or during the prior week on a first-requested-first-served basis, racing Saturday and Sunday, Saturday night dinner, and Sunday awards presentation social.

7 SAILING INSTRUCTIONS

Sailing instructions will be available at the Participants' Meeting and posted on the SFYC website.

8 VENUE

The primary racing venue will be Richardson Bay, with Knox, Paradise Cay and Southampton Shoal as alternative venues pending weather conditions.

9 FORMAT

The planned format is multiple round robins amongst all competing teams. If time permits, mini-round robins and/or knock-out matches among groups of teams may be run. The format and number of races will be described in the sailing instructions and at the Participants' Meeting.

10 SCHEDULE OF EVENTS

Friday	1000-1800	Check-in and optional practice (no social event)
Saturday	0930	Late check-in
	1000	Participants' Meeting – racing to follow
	1830	Regatta Social & Dinner

Sunday 1000 Participants' Meeting – racing to follow*
Awards after racing with refreshments

* The race committee will endeavor to not begin a starting sequence after 1600 on Sunday, but weather conditions and/or the progress of the event may govern the actual conclusion of racing.

11 COURSES

The course will be described in the sailing instructions, and will be a “port box” or other suitable team racing course configuration.

12 UMPIRING

It is the intention for the regatta to be umpired in accordance with RRS Appendix D, paragraph D2, as modified by the sailing instructions. Teams may be asked to provide a competitor(s) to assist the umpires when off rotation. This will not be considered to be a conflict of interest.

13 PROTESTS

When practicable, protests other than those under RRS D2.2, and redress requests will be heard on the water.

14 VHF RADIO

All boats shall carry a marine band VHF radio capable of receiving normal US channels. The OA will supply one VHF per boat, but competitors may provide their own VHF radios for backup. Malfunction or loss of VHF radio shall not be grounds for redress. Teams failing to return supplied VHF will be charged \$250.

15 WAIVER AND DAMAGE DEPOSIT

15.1 As a condition of entry, each skipper and participating crew member shall submit, prior to racing, an online liability waiver/media release. The link can be found on the event website.

15.2 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The Organizing Authority, SFYC and any official sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta. Attention is also drawn to RRS 46 and USSER 1.2, Responsibility.

15.3 All skippers will be required to sign a \$500 damage agreement prior to the start of racing by signing an online form. The agreement outlines a \$500 per-incident maximum charge, and includes damage to boats or race committee vessels. If a skipper has more than one incident, he or she is then liable for up to \$500 for each individual incident. Skippers should be aware that while the OA representatives will attempt to identify all damage at the post-regatta inspection, often this is not possible due to the nature of the damage. The skipper is responsible for all damage, even if it is discovered only after the post-regatta report is completed and signed. In the event that there is material damage not covered by insurance and no one acknowledges responsibility (e.g., crews are rotated among the boats and no one reports the damage), the cost of repairs will be charged to all the designated skippers on a prorated basis.

16 FURTHER INFORMATION

SFYC Fleet Manager, RS21@sfyc.org

Regatta Chair - Vicki Sodaro - vickisodaro@gmail.com