

THE SAN FRANCISCO YACHT CLUB



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RS21 Sprint 6 Invitational **March 21-22, 2026**

SAILING INSTRUCTIONS

reposted with errors corrected: 3/19 @ 1545

Attachment D amended, as highlighted: 3/21 @ 0945

(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, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 The race committee will attempt to hail boats observed OCS at the start by VHF. The failure of any boat to hear the hail, the hail of some but not all OCS boats, the untimely hail of some or all OCS boats, or failure to hail any or all boats shall not be grounds for redress. This changes rule 62.
- 2.2 [DP] While racing, except in an emergency or when retiring from a race, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed from the main flagpole on the SFYC lawn.
- 3.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in race signal AP.

4 COURSES

The course is described in Attachment A.

5 MARKS

- 5.1 Marks W will be red inflatable buoys, and are collectively a gate.
- 5.2 Marks L will be red inflatable buoys, and are collectively a gate.
- 5.3 The starboard end of the starting and finishing line will be a race committee vessel.
- 5.4 The port end of the starting and finishing line will be a yellow inflatable buoy.

6 THE START

- 6.1 The starting line is between a staff or halyard displaying an orange flag on the race committee signal boat at the starboard end and the course side of the port-end mark.
- 6.2 Races will be started using Appendix U - AUDIBLE-SIGNAL RACING SYSTEM.
- 6.3 A boat that does not start within 1 minute of her starting signal will be scored DNS without a

hearing. This changes RRS A5.1 and A 5.2.

7 PENALTY SYSTEM

RRS Appendix UF (Umpired Fleet Racing) will be in effect as described in Attachment B.

8 CHANGE OF THE NEXT LEG OF THE COURSE

The marks may be moved up to 10 degrees, without a signal, provided that no boats are on the leg of the course that ends at that mark. This changes RRS 33.

9 THE FINISH

The finishing line is the same as the starting line.

10 TIME LIMITS

The time limit for the first boat to sail the course and finish is 20 minutes. Boats failing to finish within 4 minutes after the first boat sails the course and finishes will be scored DNF. This changes rules 35 and A4 and A5.

11 SCORING

11.1 Three round robins, with 6 boats racing, are scheduled. If time does not allow for the completion of a round robin all remaining unsailed races of that round will be automatically assigned redress and scored their average points for completed races. Unstarted round robins will not be scored.

11.2 If time permits, a final Medal race will be sailed for the top 4 teams. This race will be scored with double points, and will not be excluded from the series score.

11.3 All race scores will count towards a boat's series score.

12 SAFETY REGULATIONS

[DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.

13 EQUIPMENT [NP/DP]

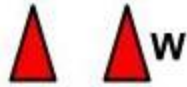
13.1 Attachment C – "Handling Boats" will replace the class rules and will apply while racing or practice sailing.

13.2 Attachment D – "Permitted and Prohibited Actions" will apply.

14 SUPPORT VESSELS

After the warning signal, non-competitor boats not operating as part of the race committee (umpire, bosun, mark-set, photo boat, e.g.) must stay to leeward of the course area or at least 100 yards above the laylines to the windward mark.

Attachment A



Marks W and L are each sets of gates. Boats shall pass between the two marks of a gate from the direction of the previous mark and round either mark.

If one of the marks is missing in either gate the remaining mark shall be left to port.

Course

Start-W-L-W-Finish

ATTACHMENT B - UMPIRED FLEET RACING (updated 3/19)

APPENDIX UF UMPIRED FLEET RACING San Francisco YC Edition

Version: February 2025

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 20.3(d)(ii) on the condition that only the provided options are used and the Event or Stage complies with the following limits:

1. *Max fleet size of 25 boats*
2. *Max ratio of umpire vessels: boats being 1:5, with the recommended ratio of 1:3, especially when umpiring a fleet of equal performance or when a course construction spreads a fleet across a large area.*
3. *If an Organising Authority wishes to use UF when the max fleet size or max ratio exceeds these limits, then it must get prior World Sailing approval. Requests are to be sent to: rules@sailing.org.*

These limits apply to the number of boats in the fleet based at the start of the event or stage. An Organising Authority or Race Committee will not intentionally manipulate the event or stage in order to circumvent these limits.

An Organising Authority whose fleet exceeds these limits may choose to use 'Umpire Observation'. Standard sailing instruction language for this is available at www.sailing.org/racingrules.

This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.'

UF1.2 [Not used]

UF1.3 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.'

UF1.4 [Not used]

UF1.5 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.6 [Not used]

UF1.7 Rule 70 is deleted.

UF1.8 [Not used]

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next *mark* or crossed the finishing line to *finish*.

UF2.2 [Not used]

UF2.3 [Not used]

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Rule 44.1 is changed to: ‘A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused injury or serious damage), rule 31 or rule 42. However,
(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31;
(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.’

UF3.2 In this appendix, ‘a penalty’ in rule 44.2 is a ‘One-Turn Penalty’

UF3.3 On the Water Protests by Boats and Penalties

- (a) While *racing*, a boat may protest another boat under a rule of Part 2 (except rule 14) for an incident in which she was involved, under rule 31, or rule 42 by conspicuously displaying a Y flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship,
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire, or
 - (6) fails to comply with rule UF2.1 (rule 28.2)an umpire may penalize her without a protest by another boat by signalling in accordance with rule UF3.5(b), or UF3.5(c). If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.
- (b) An umpire who decides, based on their own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or

rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.1. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

- (c) When a boat fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c).

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means ‘No penalty.’
- (b) A red flag with one long sound means ‘a penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) is no longer *racing* and shall promptly leave the course area.

UF4 RACE COMMITTEE ACTIONS

UF4.1 At the finishing line, the race committee will inform the competitors about each boat’s finishing place or scoring abbreviation over radio on VHF Channel USA 65A (1065). After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

UF5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 A boat intending to

- (a) protest another boat under a rule other than rule UF3.6 or rule 28, or a rule listed in rule UF3.3(a),
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

Does not have to display a red flag or hail protest, and shall hail the race committee before or during the display of flag B.

UF5.3 The race committee will promptly inform the protest committee and any protested boat about any protests or requests for redress made under rule UF5.2.

UF5.4 The race committee will not protest a boat.

- UF5.5** The protest committee may protest a boat under rule 60.1. However, it will not protest a boat for breaking rule UF3.6 or rule 28, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.
- UF5.7** Hearings
Except for a hearing under rule 69.2
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may inform the parties and schedule the hearing in any way it considers appropriate and may communicate this orally.
 - (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (d) Protest Committee decisions that change the score of one or more boats shall be communicated to all boats.
- UF5.8** Rule 60.5 is deleted and replaced with: 'If the protest committee decides that a boat has broken a rule and was not exonerated, it may impose penalties other than disqualification (including imposing no penalty). If a boat has broken a rule when not racing, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.
- UF5.9** Rule 63.7(b) is changed to 'A *party* to the hearing may not request a reopening.'
- UF5.10** A boat is not entitled to redress because of an improper action or improper omission of a *committee* or the organizing authority. Rule 61.4(b)(1) is deleted.

ATTACHMENT C - HANDLING 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. 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.

ATTACHMENT D – 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

--- End of Sailing Instructions ---

NOTICE OF RACE

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 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.
- 1.3 The RS21 class rules will not apply.
- 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 Rule 60.4(a)(2) is replaced with: "(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"
- 1.6 The sailing instructions will describe any changes to the rules.

2 BOATS

- 2.1 RS21-type boats will be provided. Standing rigging shall not be adjusted, except at the direction of the OA.
- 2.2 Spinnakers will be used, until conditions dictate non-use at the discretion of the race committee.

3 TEAMS

- 3.1 Three or four sailors are required per boat.
- 3.2 Up to 12 teams will be invited to participate.

4 CREW WEIGHT

There is no crew weight limit.

5 ELIGIBILITY AND ENTRY

- 5.1 Participation in the regatta is only by invitation.
- 5.2 Teams may request an invite online, and shall submit the online form below no later than 1000 hours on March 7. <https://forms.gle/LAdyomxb3PJYkgE38>
- 5.3 Invitations will be sent out within 48 hours of request submissions.
- 5.4 The online registration and entry fees must be received no later than March 8.

6 FEES

The entry fee is \$600 per team, and includes racing Saturday and Sunday, Saturday after racing beer and snacks, and Sunday awards presentation social.

7 SAILING INSTRUCTIONS

Sailing instructions will be available at the Participants' Meeting and posted on the SFYC website at 1700 on March 18.

8 VENUE

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

9 FORMAT

The planned format is multiple round robins of short 6-boat fleet races amongst all competing

teams, including a medal race, or races, at the end for the top qualifying teams. The format and number of races will be described in the sailing instructions and at the Participants' Meeting.

10 SCHEDULE OF EVENTS

Friday	1100-1700	Check-in / optional practice (\$75 charter fee) - no social event. Contact rs21@sfyc.org to schedule practice times.
Saturday	0930	Check-in
	1000	Participants' Meeting – racing to follow
	1830	Regatta Social with refreshments
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 short windward/leeward type.

12 UMPIRING

It is the intention for the regatta to be umpired in accordance with RRS Appendix UF (Umpired Fleet Racing), as modified by the sailing instructions Attachment of the same name. 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 Appendix UF3.3, 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, DAMAGE DEPOSIT AND RISK STATEMENT

15.1 As a condition of entry, each skipper and participating crew member shall submit, prior to racing, an online liability waiver/media release, which is in the entry process.

15.2 Competitors participate in the event entirely at their own risk and subject to the terms and conditions of the SFYC liability waiver.

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.

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

PRO: Forrest Gay

SFYC Fleet Manager: RS21@sfyc.org

Regatta Chair: Ethan Doyle