

# 2021/22 SFYC RS21 Match Racing Winter Series

January 8, 2022

*This event is ungraded.*

## SAILING INSTRUCTIONS

Amended 1/8/22 @ 0800

The Organizing Authority is The San Francisco Yacht Club.

### 1 RULES

The Event will be governed by

- (a) the rules as defined in the RRS, including Appendix C.
- (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing. Class rules will not apply.

### 2 ENTRY and SAILING TEAMS

- 2.1 Skippers shall be registered online by the day before the event and/or with the Series Chair.
- 2.2 Each skipper must be a member of SFYC.
- 2.3 Each skipper is responsible for the damage or loss to their boat, with a \$500 insurance deductible.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Skippers shall attend the competitors' briefing, which will be at 1000 Saturday. A boat draw will take place and racing will commence as soon as practicable after this.
- 3.2 The race committee will communicate on VHF channel USA 65A. Failure to receive these communications will not be grounds for redress.

### 4 BOATS and SAILS

- 4.1 **Boats**
  - (a) the event will be sailed in RS21-type boats with asymmetrical spinnakers.
  - (b) the sails to be used will be allocated by the RC.
- 4.2 The sail combination to be used will be signalled from the RC vessel with or before the warning signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
No signal	Main, jib, and spinnaker
K flag	Main and jib only

### 5 IDENTIFICATION and ASSIGNMENT OF BOATS

- 5.1 Boats will be identified by bow number.
- 5.2 Boat assignments will be determined by a boat draw at the competitors' briefing. Boats will not be rotated.

### 6 EVENT FORMAT and STARTING SCHEDULES

- 6.1 The event will consist of a round-robin, as laid out in Addendum A, followed (time permitting) by a single semi final match and a single final match.
- 6.2 Teams will be ranked after the round-robin for the semi finals based on their win/loss records.

### 7 RACING AREA

The course area will be in the vicinity of Richardson's Bay or Knox (west of Angel Island).

## **8 COURSE**

### **8.1 Configuration, Signals and Course to Be Sailed**

(a) Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Line o----- o

#### **(b) Signals and Course to be Sailed**

Course signals will be displayed from the RC Signal Vessel, at or before the warning signal.

Marks W and L shall be rounded to starboard.

#### **Signal Course**

No Signal      Start - W - L - W - Finish

S                Start - W - Finish

#### **(c) Description of Marks**

The RC Signal Vessel will be identified by an orange starting/finishing line flag.

The starting/finishing line mark will be an orange ball.

Marks W and L will be red inflatable marks.

### **8.2 Starting/Finishing Line**

The starting/finishing line will be a line between the course side of the starting/finishing mark and the staff displaying an orange flag on the RC Signal Vessel.

## **9 BREAKDOWN and TIME FOR REPAIRS**

9.2 Time allowed for repairs will be at the discretion of the RC.

9.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown.

## **10 STARTING PROCEDURE**

10.1 Match warning signals will be numeral pennant 1 for the first match and numeral pennant 2 for the second match of each flight, etc.

10.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

## **11 RISK STATEMENT**

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.

## SI ADDENDUM A

### Rotation Schedule for 5 teams

	Flight 1		Flight 2		Flight 3		Flight 4		Flight 5	
Match 1	1	4	3	1	5	3	2	5	4	2
Match 2	2	3	4	5	1	2	3	4	5	1
BYE	5		2		4		1		3	

### Rotation Schedule for 6 teams

	Flight 1		Flight 2		Flight 3		Flight 4		Flight 5	
Match 1	2	1	3	4	6	4	4	1	5	6
Match 2	3	6	6	1	2	3	5	3	1	3
Match 3	4	5	2	5	1	5	6	2	4	2

### Semifinals

Match 1	4th	1st
Match 2	3rd	2nd

## **SI ADDENDUM C - HANDLING BOATS**

### **1 GENERAL**

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

### **2 PROHIBITED ITEMS and ACTIONS**

Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

2.1 Any additions, omissions or alterations to the equipment supplied.

2.2 The use of any equipment for a purpose other than that intended or specifically permitted. 2.3

The replacement of any equipment without the sanction of the RC.

2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

2.5 Moving equipment from its normal stowage position except when being used. 2.6 Boarding a boat outside of the specified times in the SIs without prior permission. 2.7 Taking a boat from its berth without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.

2.8 Hauling out a boat or cleaning surfaces below the waterline.

2.9 Attaching lines to the fabric of spinnakers, other than halyards and sheets.

2.10 Perforating sails, even to attach tell tales.

2.11 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.

2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.

2.13 The use of electronic instruments other than compass and watches.

2.14 Marking directly on the hull or deck with permanent ink.

2.15 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

2.16 A breach of SI C 2.14 or 2.15 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### **3 PERMITTED ITEMS and ACTIONS**

3.1 The following are permitted.

Taking on board the following equipment:

- (a) basic hand tools;
- (b) adhesive tape;
- (c) line (elastic or otherwise of 4 mm diameter or less);
- (d) pencils;
- (e) tell-tale material;
- (f) watch, timers and hand held compass;
- (g) shackles and clevis pins;
- (h) Velcro tape; and
- (i) Spare flags;
- (j) PFDs

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) make signals as per RRS Appendix C6
- (g) personal safety

3.3 Changing the number of mainsheet purchases.

### **4 MANDATORY ITEMS and ACTIONS**

4.1 The following are mandatory:

- (a) The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded.
- (b) Reports shall include any evidence of matters that could cause damage or disadvantage to the boat in future matches.

4.2 At the end of each sailing day:

- (a) rolling, bagging and placement of the sails as directed;
- (b) removing and storing rudder and tiller in bag;
- (c) leaving the boat in the same state of cleanliness as when first boarded that day; and
- (d) releasing backstay tension.

4.3 At the end of each day, cleaning the boat, removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 A breach of items 4.2 and 4.3 will be considered as damage.

#### **SI ADDENDUM D - EQUIPMENT LIST**

The following non-fixed items, provided on the boats, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the damage report.

##### **SAILS and SAILING EQUIPMENT**

- Mainsail with battens
- Jib with battens
- Spinnaker
- One continuous spinnaker sheet
- One continuous headsail sheet
- Rudder, tiller and tiller extension
- Two dock lines
- Competitor flag set

##### **SAFETY GEAR**

- Bucket and sponge
- Flares
- Horn
- Type IV throwable PFD
- Tow line
- Anchor with chain and line
- VHF Radio