

THE SAN FRANCISCO YACHT CLUB



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The 103rd San Francisco Perpetual Challenge

August 9th, 2014

SAILING INSTRUCTIONS

ORGANIZING AUTHORITY

The Organizing Authority shall be The San Francisco Yacht Club in conjunction with the Joint Committee of the San Francisco Perpetual Challenge Cup. The Committee is made up of seven members, three from The San Francisco Yacht Club (SFYC), three from The Long Beach Yacht Club and a referee appointed by mutual agreement of the two Clubs. In the event that a dispute arises at a time when the Referee is not available, the Chief Umpire shall participate in his place. In the event a Joint Committee member is unable to serve, the Commodore of that member's Club may name a substitute member.

The Joint Committee will be:

Russ Silvestri, *Referee*

Angie Lackey-Olson, SFYC

Steve Meyer, LBYC

Ed Lynch, SFYC

Cindy Bambam, LBYC

Bartz Schneider, SFYC

David Stotler, LBYC

The scheduled Umpires for this event will be:

Glenn Oliver, *Int'l Umpire, Chief Umpire*

Grant Baldwin, *Umpire*

Anders Otto, *International Umpire*

John Christman, *Umpire*

1. RULES

- 1.1 The event will be governed by the 'rules' as defined in the RRS, including Appendix C, and the *Amended and Restated San Francisco Perpetual Challenge Trophy Declaration of Trust and Conditions Governing the San Francisco Perpetual Challenge Trophy* (as amended November 24, 2013).
- 1.2 All competitors shall wear personal flotation devices while racing, except for brief periods while changing or adjusting clothing. Wet suits and dry suits do not qualify as personal flotation devices. This changes RRS 40.
- 1.3 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.
- 1.4 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken RRS 14 and damage resulted, they may impose a points penalty as described in SI Addendum A, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Addendum A is appropriate, they shall act under RRS C8.4.
- 1.5 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.
- 1.6 Add C7.4(d): If the first boat in a match has finished leaving the second boat in the match owing a penalty, the umpires may signal according to C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once they have then finished, the second boat may then be scored with a loss without the requirement of completing their penalty before finishing.
- 1.7 The US Sailing Prescriptions to RRS rules 60, 63.2 and 63.4 will not apply.
- 1.8 Competitors may be permitted to display advertising ashore at the venue subject to individual negotiations with the Organizing Authority.
- 1.9 Boats may not protest for breaches of any rules regarding advertising. This changes RRS 60.1
- 1.10 If there is a conflict between a sailing instruction (SI) and a rule in the Notice of Race, the SI will take precedence. This changes RRS 67.3.

2. ENTRIES AND ELIGIBILITY

- 2.1. All competitors shall be classified as ISAF group Category 1. All competitors shall meet the eligibility requirements of ISAF Regulations 19 and 22.

- 2.2. The Competitors shall deliver a crew list with a current ISAF competitor eligibility letter for each crewmember to the Joint Committee at the SFYC by 0930 hours on Saturday, August 9th, 2014.
- 2.3. Each skipper is responsible for any damage or loss to his boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.4. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.5. When a registered skipper is unable to continue in the event, the Joint Committee may authorize an original crew member to substitute.
- 2.6. When a registered crew member is unable to continue in the event, the Joint Committee may authorize a substitute, a temporary substitute, or other adjustment.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to Competitors and amendments to the Sailing Instructions will be posted on the Official Notice Board located outside on The SFYC Deck.
- 3.2. Signals made ashore will be displayed on the Club flagpole on the lawn adjacent to The SFYC clubhouse.
- 3.3. When flag AP is displayed ashore, 'warning' is replaced by 'attention' and '1 minute' is replaced by 'not less than 90 minutes' in race signal AP.
- 3.4. A Competitors' Meeting (for skippers and tacticians) will be held at 0930 hours on Saturday, August 9th in the Cove House adjacent to the SFYC Clubhouse, and at other times as directed by the Joint Committee. The Umpires and Joint Committee will be available to answer competitors' questions regarding the Sailing Instructions or Rules. Except as provided in Sailing Instruction 5.2, no orally disseminated information shall supersede the written Sailing Instructions or Rules.
- 3.5. The Race Committee will communicate on VHF channel 65.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Except for amendments to the Sailing Instructions made on the water, any amendments to the Sailing Instructions will be posted before 1000 hours on the day that they take effect, except:
 - a. The Sailing Instructions may be amended at the Competitors' Meeting on Saturday, August 9th. Any amendments made at the Competitors' Meeting will be posted on the Official Notice Board as soon as practicable after the conclusion of the Meeting. And;
 - b. Any change in the schedule of racing will be posted before 1900 hours on the day before it takes effect.

- 4.2. Oral amendments may be made on the water per RRS 90.2(c). Any amendments to the Sailing Instructions on the water will be signaled by flying Code flag 3rd substitute with three sound signals. Only the Joint Committee or the Umpires shall communicate any changes orally to the competitors.
- 4.3. Any amendments to the Sailing Instructions will be approved by the Joint Committee.

5. BOATS AND SAILS

- 5.1. The event will be sailed in J/105 type boats. Class Rules will not apply.
- 5.2. Each Yacht Club will sail their own boat.
- 5.3. The following class-legal sails will be permitted for each boat: Mainsail, Jib, 2 Spinnakers. For the purposes of this event, 'class legal' does not include the requirement that the sail be registered on the J/105 class Sail Tag List.
- 5.4. Each boat in the event shall comply with the standard specifications for J/105 type boats and equipment as published by J Boats Inc. and included in the J/105 one-design class rules. No alterations or modifications are permitted to hull, deck, keel, rudder, spar construction, weight and weight distribution, sail plan, equipment, or interior furnishings unless explicitly permitted by the J/105 class rules.
- 5.5. At 0830 hours on Saturday, August 9th each competing boat shall be presented at the SFYC guest dock for inspection, and compliance with NOR 8.4/SI 5.4. A committee comprised of each team's skipper and one representative from each Club's Joint Committee members shall perform an inspection of both yachts to verify compliance.
- 5.6. After racing, the competing boats shall return to the guest docks at The SFYC. All required equipment shall remain on hand until one hour after the Race Committee Signal Boat ("Victory") is docked at the conclusion of racing.
- 5.7. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

6. SPARE

7. CREW MEMBERS, NUMBER AND WEIGHT

- 7.1. The number of crew (including the skipper) shall not be limited. All registered crew shall sail all races.
- 7.2. The maximum total crew weight, determined prior to racing shall be 544 kg. (1200 lbs.), when wearing at least shorts and shirts. The official scale will be available in the Cove House adjacent to the SFYC at 1730 on August 8th and at 0900 on August 9th, and at other times by arrangement with the Joint Committee. A member of the Joint Committee from the opposing club shall verify total crew weights. After 0930 hours on August 9th, no changes in crew will be permitted except in case of emergency, and with the prior permission of the Joint Committee.

8. EVENT FORMAT AND SCHEDULE

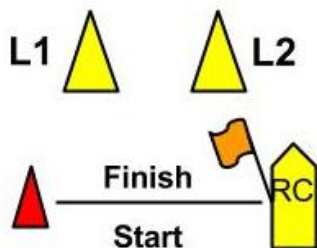
- 8.1 The event will be a knockout format. The winner shall be the first to score 3 points in accordance with RRS C10.
- 8.2 The challenging team shall have starboard entry in match 1 and shall alternate port and starboard entry in each match thereafter.
- 8.3 The target time for each match is 20-25 minutes.
- 8.4 The Joint Regatta Committee may change the event format when conditions or the remaining time scheduled do not permit the completion of the intended format.
- 8.5 The intended time for the first Attention Signal will be at 1130 hours on August 9th, 2014.
- 8.6 A match will not be started if the average wind speed over the previous ten minutes, as observed by the Joint Committee, is less than eight (8) knots. In the absence of the required minimum wind strength, the match will be postponed.
- 8.7 Subsequent matches will be started as soon as possible after completion of the preceding match.

9. RACING AREA

The racing area will be located in the vicinity of the Berkeley Olympic Circle. The racing area may be relocated to coordinate with other races. The Joint Committee may make a change of the racing area on the water.

10. COURSE

- 10.1 The course configuration will be as follows:



10.2 Description of marks is as follows:

- a. The RC boat will be identified by an orange starting/finishing line flag.
- b. The starting/finishing line mark will be a red inflatable buoy.
- c. Marks W, L1, and L2 will be yellow inflatable buoys.

10.3 a. Mark W shall be rounded to starboard.

b. Marks L1 and L2 may be a gate per RRS 28.2(c).

c. If only one leeward mark is laid, L1 or L2, boats shall round this mark to starboard.

10.4 The course will be Start – W – L1/L2 – W – Finish.

10.5 The Starting/Finishing Line will be between a staff displaying an orange flag on the Race Committee Signal Boat (“Victory”) and the course side of a red inflatable mark.

10.6 RRS 32.1 is deleted and replaced with: "After the Starting Signal the Joint Committee may abandon or shorten any match for any reason, after consulting with the match Umpires when practical.

10.7 In the event of abandonment, the match will be resailed under these Sailing Instructions at a time and place to be determined by the Joint Committee.

11. BREAKDOWN AND TIME FOR REPAIRS

11.1 Before the Attention Signal of a match or within two minutes of finishing a match, whichever is later, a boat may display flag L to signal a breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start by calling the Race Committee Signal Boat (“Victory”) on VHF 65 or hailing the Race Committee Signal Boat (“Victory”) or an Umpire boat. She shall proceed as soon as possible to a position close to leeward of the Race Committee Signal Boat (“Victory”) and remain there, unless otherwise directed, until repairs are completed.

11.2 The time allowed for repairs shall be at the discretion of the Joint Committee.

11.3 After the attention signal of a match, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12. STARTING PROCEDURE

12.1 Matches will be started in accordance with RRS C3.1. The warning signal for each match will be the numeral pennant corresponding to the number of the match being started.

12.2 The attention signal will be displayed 7 minutes before the first starting signal for each match. This changes RRS C3.1.

13. CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Any changes to the course will be made by moving the original Mark 1 to a new position.
- 13.2 The direction to the relocated mark will be indicated per RRS 33(a)(2).
- 13.3 When a change of course is signaled, it will be displayed from a boat in the vicinity of Mark 2.

14. FINISH/TIME LIMIT

- 14.1 If one yacht withdraws from the race, the remaining yacht shall complete the course and finish unless otherwise advised by the Umpires after consultation with the Joint Committee.
- 14.2 A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15. COACH BOATS

- 15.1 Coach boats shall conspicuously display identification of the team being coached.
- 15.2 The OA will provide berths for coach boats.
- 15.3 Any interference by a coach boat with the racing or event organization may result in a penalty applied at the discretion of the umpires to the associated skipper or team.

16. PROTESTS

- 16.1 Any competitor who intends to file a protest under RRS C6.1 (b) shall display a red flag in compliance with C6.1 (b) and inform the Umpires of the basis for the protest as soon as possible after finishing the match. Competitor protests under RRS C6.1 (b) and requests for redress under RRS C6.3 shall be oral.
- 16.2 Hearings may be held on or off the water at the discretion of the Chief Umpire.
- 16.3 Hearings under RRS C6.1 (b) or C6.3 will be heard by a Protest Committee composed of the Chief Umpire and additional Umpires to be selected by the Chief Umpire.

17. PRIZE

- 17.1 The club winning the regatta will be awarded the San Francisco Perpetual Challenge Cup. The trophy will be awarded at the event dinner on August 9th.
- 17.2 In the event that the Challenger wins the regatta, custody of the San Francisco Perpetual Challenge Cup and record volumes will be transferred to the Challenging Club upon execution and delivery of a receipt by an officer or authorized agent of the Challenging Club.

SI ADDENDUM A

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee 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.