

THE FORTY-SECOND SAN FRANCISCO CUP March 29-30, 2014

DEFENDER: The San Francisco Yacht Club

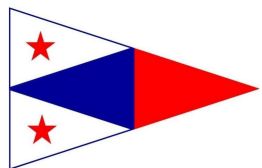
J/105 Skipper: Commodore Bill Melbostad

J/22 Women's Skipper: Katie Maxim

J/22 Youth Skipper: Jack Barton

Boats: J/105 *Blackhawk* and J/22s

Owners: Scooter Simmons, and StFYC under charter to SFYC.



CHALLENGER: The St. Francis Yacht Club

J/105 Skipper: Staff Commodore Peter Stoneberg

J/22 Women's Skipper: Nicole Breault

J/22 Youth Skipper: Antoine Screve

Boats: J/105 *Risk* and J/22s

Owners: J. Scott Whitney/Jason F. Woodley and StFYC

SAILING INSTRUCTIONS

Posted: March 29, 2014

The 42nd San Francisco Cup is organized by The San Francisco Yacht Club in conjunction with the Event Joint Committee.

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), including Appendix C; the Declaration of Trust and Conditions Governing the San Francisco Cup; and these sailing instructions. For the J/105 division only the rules of J/105 Class Association Rules, including Fleet One modifications, except as modified by mutual agreement of the Joint Committee.
- 1.2 All competitors shall wear personal flotation devices (PFDs) while racing, except for brief periods while changing or adjusting clothing. The "Y" flag will not be displayed. This changes rule 40.
- 1.3 Each boat shall display the burgee of the club it represents from the backstay while racing.
- 1.4 All sailors must be Group 1 competitors as defined under the ISAF Sailor Classification Code.
- 1.5 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."
- 1.6 Delete RRS C8.6 and replace with: "When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Appendix E, 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 rule 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 Appendix E is appropriate, they shall act under rule C8.4.”

- 1.7 Add C7.2(g): “If the first boat has finished and the second boat has an outstanding penalty, the umpires may cancel the outstanding penalty.”

2 THE COMMITTEE

The Joint Committee of The San Francisco Cup is made up of seven members, three from The San Francisco Yacht Club, three from St. Francis Yacht Club and one member appointed by agreement between the two clubs. One committee member may be substituted each day by unanimous consent of the committee.

3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located outside the main clubhouse on the SFYC deck.
- 3.2 Competitors should monitor VHF channel 65 for on-the-water communications with the Race Committee.

4 CHANGES TO THE SAILING INSTRUCTIONS

- 4.1 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.
- 4.2 For changes in 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 4.1.

5 CREW WEIGHT AND CREW LISTS

- 5.1 The J/105s shall have a crew weight maximum of 1,045 pounds, excluding the skipper. The J/22s shall have a crew weight maximum of 772 pounds.
- 5.2 The Women’s division shall consist of a crew of four total sailors. The Youth division shall consist of either four or five total sailors.
- 5.3 Crew lists for all three divisions shall be declared prior to the skipper’s meeting. Once declared all crew shall sail all races, unless a substitution is approved by the Joint Committee.
- 5.4 Each team shall declare the weight of each crew prior to the skipper’s meeting. If a weight declaration is challenged, there will be a weigh-in prior to the skipper’s meeting. At this weigh-in total crew weights shall be allowed a 1% variance above the maximums listed in SI 5.1.

6 INSPECTION OF BOATS

- 6.1 The J/105s will be presented for inspection to determine conformity with the J/105 Class Rules, Fleet One at 0900 hours on Saturday, March 29, 2014 at The San Francisco Yacht Club guest docks in front of the Club deck.
- 6.2 The J/22s will be supplied by St. Francis Yacht Club. They will be available for inspection for correct operation of all parts only, at 0900 hours on Saturday, March 29, 2014 at The San Francisco Yacht Club guest docks in front of the Club deck.

7 BOATS AND SAILS

- 7.1 Add RRS 62.3: "Variations between supplied boats or sails shall not be grounds for redress."
- 7.2 This instruction shall apply solely to the J/22 boats used in the Women's and Youth divisions.
- 7.2.1 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 "T"	Mainsail, Jib (no Spinnaker)

If the wind reaches a sustained 18 knots for more than three (3) minutes, as measured from the Race Committee Signal Boat, the RC will fly Code Flag "T".

- 7.2.2 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 7.2.3 Competitors in the J/22 divisions shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- 7.2.4 The J/22s shall be sailed with the provided sails from St. Francis Yacht Club, and all other equipment listed in Appendix D.

8 SCHEDULE

- 8.1 A Skippers' Meeting is scheduled for 0915 hours on Saturday, March 29, 2014. Skippers and Tacticians shall meet with the Joint Committee and the Umpires in The San Francisco Yacht Club Commodore's Room at this time and at other times as directed by the Joint Committee.
- 8.2 At the Skippers' Meeting, the Challenger shall call the toss of a coin. The club that wins the coin toss shall be allowed to choose the end of the starting line designation for their team in the first flight. All three divisions for each club shall be designated the same end of the starting line for each flight. The course shall be chosen by the Joint Committee so that the races are completed within the intended time as set by the Joint Committee.
- 8.3 The first Attention Signal is scheduled for 1130 hours on Saturday, March 29 and 1100 hours on Sunday, March 30, 2014. After each flight the Joint Committee will inform the competitors of the time of the Attention Signal of the next race by VHF.
- 8.4 On Saturday, March 29, 2014 no matches shall be started after 1600 hours, even if the number of points is fewer than prescribed in SI 17.1. On Sunday, March 30, 2014 no matches shall be started such that their finish would likely be after sunset.
- 8.5 The starting order for each flight will be J/105, Women's J/22, Youth J/22, unless changed by breakdown or delay as described in SI 15.
- 8.6 No flight shall be started unless and until the average wind strength, as measured from the Race Committee Signal Boat, exceeds 6 knots, for a 3 minute period prior to the Attention Signal and no flight shall be started if the average wind strength, as measured from the Race Committee Signal Boat, exceeds 22 knots, for a 3 minute period prior to the Attention Signal. The Joint Committee may elect to waive wind limits by majority vote.

9 RACING AREA

The primary racing area will be the Berkeley Olympic Circle.

10 THE COURSES

Courses are as described in Attachment A. The course to be sailed will be displayed prior to the warning signal of each match by numerical placard on both sides of the RC signal boat.

11 MARKS

Mark 1 for the J/105s will be a large red inflatable cone. Mark 1 for the J/22s will be a large yellow inflatable cone. Mark 2 will be a large red inflatable cone for all fleets, unless a yellow inflatable cone is set slightly to weather of Mark 2. In this case the J/22s shall round this yellow mark as their Mark 2.

12 THE START

- 12.1 The starting line will be between a staff or halyard displaying an orange flag on the Race Committee Signal Boat and a yellow inflatable cone.
- 12.2 Match warning signals will be numeral pennants indicating the match number to be started.
- 12.3 The flight number will be displayed on the RC signal boat on a whiteboard near the stern.
- 12.4 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 THE FINISH

The finish line will be the same as the starting line as described in SI 12.1.

14 TIME LIMITS AND TARGET TIMES

The target time for each race will be 25-30 minutes. The time limit for each race is 60 minutes. If neither boat finishes within the time limit the race will be abandoned.

15 BREAKDOWNS, DELAY OF START & BOATS WITHDRAWN

- 15.1 Before the attention signal of a flight or within two 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.
- 15.2 The time allowed for repairs shall be at the discretion of the Joint Committee.
- 15.3 A match 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, as described in SI 12.4.
- 15.4 Each boat is allowed to delay the start of one race during the series. A boat wishing to delay the starting time may request, by VHF, such a delay from the Joint Committee at any time up to the lowering of Code Flag "F". If the delay is granted then the start will be delayed by fifteen (15) minutes or such longer time as is approved by the Joint Committee. In the event that the delayed match is not the last of the flight, subsequent matches will be moved up and started in its place. The new sequence for the breakdown match will begin with a new attention signal, as described in SI 12.4.
- 15.5 When a boat fails to start or withdraws from a race, the other boat in the division shall start and continue the race and subsequent races pursuant to SI 7, Schedule, unless or until relieved of this obligation by the Joint Committee or the umpires.

16 PROTESTS

For a protest by the Race Committee based on a report by Vessel Traffic Control or the Coast Guard, the time limit for the Race Committee to file a protest for a violation of SI 21 shall be two days after the conclusion of the regatta.

17 SCORING

- 17.1 Each match win in each division shall count for one (1) point. Points shall be awarded as described in RRS C10 and RRS C6.6. The first club to earn eleven (11) or more points, at the completion of a flight, shall be declared the winner of the 2014 San Francisco Cup. On Saturday, March 29, 2014 racing shall be terminated for the day at the end of the flight in which a club reaches seven (7) points. If one of the matches is subject to protest, the pending protest shall be disregarded for the purposes of this section.
- 17.2 If neither club's team has accumulated eleven (11) points at the end of racing on Sunday, March 30, 2014 the SF Cup shall be awarded to the club with the most points, at the end of the last completed flight.
- 17.3 If both clubs earn more than eleven (11) points at the end of a flight, but are not tied, the 2014 San Francisco Cup shall be awarded to the club with the most points, including partial points resulting from decisions described in SI 17.4.
- 17.4 In the event of a tie at the end of racing on Sunday, March 30, 2014, resulting from decisions made under RRS C6.6(b)(1), RRS C6.6(c), RRS C8.6, and as set forth in Appendix E of these sailing instructions, or dead heat points as described in RRS C10.1, the 2014 San Francisco Cup shall be awarded to the club whose J/105 team scored the most points. If the J/105s are tied, then the tie shall be broken in favor of the club whose J/105 won their last race.

18 BERTHING

All boats competing in the regatta may be docked free of charge at The San Francisco Yacht Club guest docks two nights prior to the beginning of racing and one night after racing concludes.

19 HAUL-OUT RESTRICTIONS

Boats shall be afloat before 1000 hours on Saturday, March 29, 2014 and shall remain afloat until 1930 hours Sunday, March 30, 2014.


20 COMMERCIAL TRAFFIC SAFETY


Boats shall not impede the passage of commercial vessels and shall comply with the International Regulations for Preventing Collisions at Sea (IRPCS) or other government right-of-way rules.

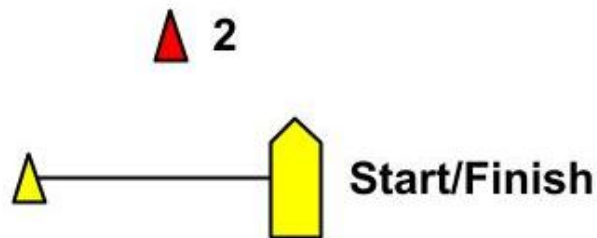
21 SPECTATOR BOATS

- 21.1 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.
- 21.2 Spectator boats near the starting area shall be anchored during all starting sequences.

ATTACHMENT A
COURSE DIAGRAM AND COURSES

 **1 (for J/105s)**

 **1 (for J/22s)**



Marks

1 – Weather Marks

2 – Leeward Mark

Marks 1 and 2 are rounding marks.

All rounding marks shall be left to starboard.

Courses

1: Start – 1 – Finish

2: Start – 1 – 2 – 1 – Finish

SI APPENDIX C – HANDLING BOATS

1 Prohibited Items and Actions

Except in an emergency or in order to prevent damage or injury, or when directed by the OA, RC or an umpire otherwise, the following are prohibited:

- 1.1 Any additions, omissions or alterations to the equipment supplied.
- 1.2 Using any equipment for a purpose other than that intended or specifically permitted.
- 1.3 Replacing any equipment without the sanction of the RC.
- 1.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 1.5 Moving equipment from its normal stowage position except when being used.
- 1.6 Boarding a boat without prior permission.
- 1.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 1.8 Hauling out a boat or cleaning surfaces below the waterline.
- 1.9 Attaching lines to the fabric of spinnakers.
- 1.10 Perforating sails, even to attach tell tales.
- 1.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 1.12 Using a winch to adjust the mainsheet, backstay or vang.
- 1.13 Using a reef line as an outhaul.
- 1.14 Using electronic instruments other than compass and watches.
- 1.15 Using the spinnaker pole to wing out the foresail.
- 1.16 Marking directly on the hull or deck with permanent ink.
- 1.17 After the starting signal and while sailing close hauled for more than a few seconds, controlling the main boom position by using anything other than the mainsheet as it exits the block on the traveler, and the vang.
- 1.18 Using the shrouds (including any inner shrouds) above the lower turnbuckle to facilitate tacking or gybing, or to aid the projection of a crewmember outboard.
- 1.19 Attaching the spinnaker pole end to the shrouds.

2 Permitted Items and Actions

The following are permitted.

- 2.1 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) marking pencils;
 - (e) tell tale material;
 - (f) watch, timers and hand held compass;
 - (g) shackles and clevis pins;
 - (h) velcro tape;
 - (i) spare flags; and
 - (j) VHF radio.
- 2.2 Using the items in 2.1 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; and
 - (g) use the VHF to receive instructions from the RC or to contact the RC.

- 2.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 2.4 Changing the number of mainsheet purchases.

3 Mandatory Items and Actions

The following are mandatory.

- 3.1 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. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 3.2 At the end of each sailing day:
 - (a) rolling, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) using backstay control lines under slight tension to secure tiller
- 3.3 At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape except tape applied to turnbuckles and for chafe protection.
- 3.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 3.5 A breach of items 3.2 and 3.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX 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 and set of battens
- Jib
- Spinnaker
- One winch handle
- Two winch handle holders
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Jib cars
- Competitor flag set

Safety Gear

- First aid kit
- Bucket and sponge
- Flares
- Type IV throwable PFD
- Four adult PFDs
- Bilge pump
- Paddle
- Tow line
- Anchor with chain and line
- VHF Radio

Mooring Lines and Fenders

- Three mooring lines
- Two fenders

SI APPENDIX 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 Appendix 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.