

THE SAN FRANCISCO YACHT CLUB

98 BEACH ROAD, PO BOX 379, BELVEDERE, CALIFORNIA 94920 RACE OFFICE 415-789-5647



The SFYC/AYC Corinthian Cup

August 22-24, 2014

SAILING INSTRUCTIONS

ORGANIZATING AUTHORITY

The Organizing Authority shall be The San Francisco Yacht Club in conjunction with the Joint Committee of The SFYC/AYC Corinthian Cup. The Committee is made up of five members, two from The San Francisco Yacht Club (SFYC), two from Annapolis Yacht Club (AYC) and a referee appointed by agreement between 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, a substitute member may be named by the Commodore of that member's Club.

The Joint Committee will be: Vickie Gilmore, *Referee*

Jeff Cusack, SFYC

Bob Putnam, AYC

Bartz Schneider, SFYC

Garth Hitchens, AYC

The scheduled Umpires for this event will be:

Grant Baldwin, *Chief Umpire*

John Christman

Anders Otto

Rob Overton

Tom Roberts

Paul Zupan

1. RULES

1.1 The regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing for 2013 - 2016 (RRS), including Appendix C, the rules for Handling Boats (SI Addendum B) which also applies to any practice sailing, and the Declaration of Trust and Conditions Governing the SFYC/AYC Corinthian Cup (as amended November 24, 2013), except as modified by the NOR or SI. Class rules will not apply. In the event of a conflict between the NOR and the SI, the SI will take precedence. This changes RRS 63.7.

1.2 RRS 40 is deleted and replaced with: "Competitors shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices." Note that Code flag "Y" will not be displayed. 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 rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum D, 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 D is appropriate, they shall act under rule 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 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 Rules 60, 63.2 and 63.4 will not apply.

2. ENTRIES AND ELIGIBILITY

- 2.1 The Annapolis Yacht Club and the San Francisco Yacht Club shall each be represented by two teams, an adult/open team and a junior team. All sailors on the junior team shall be between the ages of 13 and 18 years of age. All ages shall be as of the first day of racing. The skippers and crew are listed in SI Addendum A.
- 2.2 All competitors shall meet the eligibility requirements of ISAF regulations 19 and 22, and shall be classified as ISAF group Category 1.
- 2.3 Each competitor's ISAF eligibility and classification will be checked by the OA no later than 0900 Saturday August 23, 2014.
- 2.4 Each skipper is responsible for any damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event the Joint Committee may authorize an original crew member to substitute.
- 2.7 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 will be held at 0900 hours on Saturday, August 23rd in the Cove House

adjacent to the SFYC Clubhouse. The Umpires and Joint Committee will be available to answer competitors' questions regarding the Sailing Instructions or Rules. Except as provided in Sailing Instruction 4.2, no orally disseminated information shall supersede the written Sailing Instructions or Rules.

3.5 The Race Committee will communicate on VHF channel USA 63A.

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 23rd. 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.
- 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 will 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/22 type boats with sails provided by the OA.

5.2 The sail combination to be used will be signaled from the RC signal boat with or before the warning signal. The signals have the following meanings;

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Main, jib, and spinnaker
Code Flag "T"	Main and jib (no spinnaker)

5.3 At 1700 hours on Friday, August 22, 2014, each boat to be used will be presented at the SFYC guest dock for inspection. Inspection of all boats shall be performed by a committee composed of each team's skippers and at least one representative from each Club's Joint Committee in order to verify identical equipment and rig settings. After each boat's suitability is agreed to by this committee, no adjustments to the boats' rigging settings or equipment shall be made without the prior permission of the Joint Committee.

5.4 Each boat shall carry only the provided sails. No boat shall carry more than one mainsail, one jib and one spinnaker.

5.5 After racing, the competing boats shall return to the guest docks at The SFYC. All required equipment shall remain on board until one hour after the Race Committee Signal Boat is docked at the conclusion of racing.

5.6 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

5.7 The JC will decide which boats are to be used for each round, and when they decide that a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

6.1 Boats will be identified by bow number.

6.2 Initial boat assignments will be determined by a boat draw at the Competitors' Meeting. The AYC will draw first, with each Club alternating turns thereafter. Boats may be rotated after every second flight in accordance with the DOT. The rotation schedule will be at the discretion of the Joint Committee, depending on the conditions.

7. CREW MEMBERS, NUMBER AND WEIGHT

7.1 The number of crew (including the skipper) shall be 3 or 4. All registered crew shall sail all races.

7.2 The maximum total crew weight for the adult/open team, determined prior to racing, shall be 295 Kg. (650.5 pounds), when wearing at least shorts and shirts. The maximum total crew weight for the junior team, determined prior to racing, shall be 275 Kg. (606.3 pounds), when wearing at least shorts and shirts.

7.3 Each skipper must be a member of the Club he or she is representing. Spouses of member/competitors are qualified to compete as crew only.

8. EVENT FORMAT AND SCHEDULE

8.1 The event will consist of a series of matches between the adult/open teams and a series of matches between the junior teams. The adult/open match will be match one in each flight. The junior match will be match two in each flight. The target number of races in each series is nine.

8.2 A coin toss will be held at the Competitors' Meeting. A representative from AYC will call the toss of the coin. The Club that wins the coin toss will select the end of the starting line for the adult team to enter on the first start. The youth team from that Club will enter from the opposite end of the starting line on the first start. Thereafter, the competitors will alternate assigned ends for the succeeding races.

8.3 The winner of each match will score one point for their club. The winner of the regatta will be the Club with the higher total score at the completion of the racing.

8.4 If either club scores 6 points on the first day, racing will stop for the day, unless the Joint Committee agrees that the racing should continue. This changes DOT 3(e).

8.5 In the case of a series tie at the conclusion of the regular racing, the tie will be broken by a single match between two opposing teams, either adult/open or junior. The teams to race for the tie-breaker will be decided by a coin toss.

8.6 The Joint Committee may change the format when circumstances or the remaining time scheduled do not permit the completion of the intended format.

8.7 The intended time of the first Attention Signal each day is 1130 hours.

8.8 A flight 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 flight will be postponed.

8.9 Subsequent flights will be started as soon as possible after completion of the preceding flight.

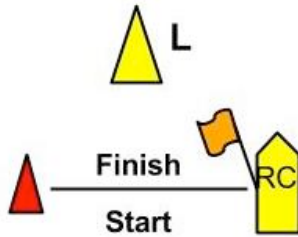
8.10 The number of matches to be sailed each day will be determined by the Joint Committee.

9. RACING AREA

The intended racing area is 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 Course configuration will be as follows:



10.2 Description of marks:

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

The starting/finishing line mark will be a red inflatable buoy.

Marks W and L will be large yellow inflatable buoys.

10.3 Marks W and L are rounding marks to be rounded to starboard.

10.4 The course will be Start-W-L-W-Finish.

10.5 The Starting/Finishing line will be a straight line between a staff displaying an orange flag on the Race Committee signal boat 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 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

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 on VHF USA 63A or hailing the Race Committee Signal Boat or an Umpire boat. She shall proceed as soon as possible to a position close to leeward of the Race Committee Signal Boat 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** Races will be started in accordance with RRS C3.1. The Warning Signal will be numeral pennant one for the adult/open matches, and numeral pennant two for the youth matches.
- 12.2** Flight numbers will be signaled with numeral placards.
- 12.3** The attention signal will be displayed 7 minutes before the starting signal for the first match in each flight. 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 boat withdraws from the race, the remaining boat 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

Any interference by any coach or team boat with the racing or event organization may result in a penalty applied at the discretion of the Umpires to the appropriate skipper or team.

16. PROTESTS

- 16.1** Any competitor who intends to file a protest under RRS C6.1 (b) shall comply with the Rule 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. HAUL OUT RESTRICTION

The competing boats shall be launched by 1700 hours on Friday, August 22, 2014. Thereafter, boats may be hauled out only in case of damage or emergency, and with the written permission of the Joint Committee or Referee.

18. PRIZES

- 18.1** The Club winning the regatta will be awarded the SFYC/AYC Corinthian Cup. The trophy will be awarded on the Front Deck of The SFYC Clubhouse as soon as possible after racing at approximately 1600 on Sunday, August 24, 2014.
- 18.2** Custody of the SFYC/AYC Corinthian Cup will be transferred to the victorious Club upon execution and delivery of a receipt by an officer or authorized agent of the winning Club.

19. DISCLAIMER

All those taking part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI ADDENDUM B – RULES FOR 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 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 ADDENDUM C – 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 ADDENDUM D – DAMAGE PENALTIES

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.