

The 2018 SFYC/AYC CORINTHIAN CUP



Hosted by The San Francisco Yacht Club

Belvedere, CA

August 25-26

This event is ungraded.

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
JC – Joint Committee	NOR – notice of race
DOT – Declaration of Trust	

ORGANIZING AUTHORITY

The Organizing Authority is The San Francisco Yacht Club in conjunction with the Joint Committee (JC) 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 their 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:

SFYC: Bartz Schneider and John Hayes

AYC: Kevin Reeds and Jonathan Bartlett

Referee: Kim Stuart

The scheduled Umpires for this event will be:

Paul Zupan

Grant Baldwin

Tom Roberts

Don Becker - Chief

Mark Townsend

Kim Kymlicka

1 RULES

- 1.1 The Event will be governed by
 - (a) the rules as defined in the RRS, including Appendix C.
 - (b) 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.
 - (c) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
- 1.2 In the event of a conflict between the NOR and the SI, the SI will take precedence. This changes RRS 63.7.
- 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 All competitors are required to wear a life jacket or other adequate personal flotation device. The "Y" flag will not be displayed. This changes RRS 40.
- 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 The US Sailing Prescriptions to Rules 60, 63.2 and 63.4 will not apply.
- 1.7 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

- 1.8 When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing. When both of the boats in a match fail to sail the course in accordance with rule 28.1, they shall be scored DNF without a hearing unless they have sailed around the same marks in which case the boats shall be scored as if they had sailed the course in accordance with rule 28.1. This changes rules A5, 28 and 63.1.
- 1.9 If the first boat in a match has finished with 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 finishing their penalty turn before finishing. This changes RRS C7.4.

2 ENTRIES and ELIGIBILITY

- 2.1 The Annapolis Yacht Club and The San Francisco Yacht Club shall each be represented by two teams, an open (adult) team and a junior team. The teams are listed in SI Addendum A.
- 2.2 The open (adult) teams shall be mixed, i.e. at least one crewmember of each gender.
- 2.3 All junior team competitors shall have turned 13 by the beginning of the event and must not have turned 19 prior to the start of the event.
- 2.4 Each skipper must be a member or spouse of a member of the club for which they are competing.
- 2.5 All crew must be a member or the spouse of a member of the club for which they are competing.
- 2.6 All competitors shall meet the eligibility requirements of World Sailing regulation 19.2 and shall be classified as ISAF Group 1.
- 2.7 To remain eligible the entire crew shall complete crew weighing, all between 1100-1200 and 1600-1700 Friday August 24. Late weigh-in 0830-0900 Saturday, August 25 unless extended by the JC.
- 2.8 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.9 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.10 When a registered skipper is unable to continue in the event, the OA may authorise an original crewmember to substitute.
- 2.11 When a registered crewmember is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located outside the clubhouse on the west side of the building.
- 3.2 Signals made ashore will be displayed from the Club flagpole on the lawn adjacent to the SFYC clubhouse.
- 3.3 Skippers shall attend the competitors' briefing, which will be at 0900 Saturday, August 25, unless excused by the JC.
- 3.4 The first meeting with the umpires will be immediately following the competitors' briefing.
- 3.5 When flag AP is displayed ashore, 'warning' is replaced by 'attention' and '1 minute' is replaced by 'not less than 75 minutes' in race signal AP.
- 3.6 The race committee will communicate on VHF channel USA 65A. Failure to receive these communications will not be grounds for redress.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 90 minutes before the start of any race affected and will be signed by the JC and PC representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire or the JC may communicate these either verbally or in writing.

5 BOATS and SAILS

5.1 Boats

- (a) the event will be sailed in J/70-type boats for the Open Division, and J/22-type boats for the Junior Division.
- (b) the sails to be used will be allocated by the RC.
- 5.2 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:

Signal **Sail combination to be used**

No signal Main, jib, and spinnaker
Code Flag "T" Main and jib (no spinnaker)

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 At 1700 hours on Friday, August 24, 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 JC 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 JC.
- 5.5 The JC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.
- 5.6 After racing the competing boats shall return to the guest dock at the SFYC. All required equipment shall remain on board until one hour after the RC Signal Vessel is docked.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sail number.
- 6.2 Initial boat assignments will be determined by a boat draw at the competitors' first briefing. The AYC team will draw first.
- 6.3 Boats may be rotated after every second flight in accordance with the DOT. The rotation schedule will be at the discretion of the JC, depending on the conditions.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 3 or 4.
- 7.2 **Crew Weighing**
 - (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 680 lbs, determined at the time of registration or such time as required by the JC.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.10 or 2.11.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event will consist of a series of matches between the adult/open division teams and a series of matches between the junior division teams. The open (adult) match will be match one in each flight. The junior match will be match two in each flight.
- 8.2 A coin toss will be held at the competitors' briefing. 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 open (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. Deductions in points may result from decisions made under RRS C6.6(b)1, RRS C6.6(c), RRS C8.6, or dead heat points as described in RRS C10.1.
- 8.4 The winner of the regatta will be the first club to score twelve (12) or more points at the end of a completed flight which does not result in the clubs being tied.
- 8.5 On the first day of racing, racing will be terminated for the day at the completion of the flight in which either team reaches seven (7) points, unless the Joint Committee agrees that the racing should continue or should be terminated earlier. If one or more of the matches is subject to protest, the pending protest(s) shall be disregarded for the purposes of this provision.
- 8.6 If neither club has accumulated twelve (12) points at the end of racing on Sunday, the Corinthian Cup shall be awarded to the Club with the higher number of points at the end of the last completed match.
- 8.8 In the case of a series tie at the end of the regular racing on Sunday, the tie shall be broken by a single match between two opposing teams, either open or junior. The teams to race for the tie-breaker shall be decided by a coin toss conducted by the Joint Committee. This race may be sailed after the 1430 last race time limit.
- 8.9 The Joint Committee may change the format, terminate or eliminate any round when conditions or the remaining time scheduled do not permit the completion of the intended format.
- 8.10 The intended time of the first Attention Signal each day is 1130 hours.
- 8.11 A flight will not be started if the average wind speed over the previous ten minutes, as observed by the JC, is less than five (5) knots. In the absence of the required minimum wind strength, the flight will be postponed.
- 8.12 Subsequent flights will be started as soon as possible after completion of the preceding flight.

- 8.13 No Attention Signal will be made after 1430 Sunday August 26th, except if necessary for a tie breaker, as provided in SI 8.8

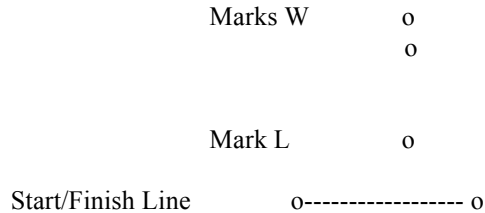
9 RACING AREA

The course area will be in the vicinity of Southampton Shoal, or Knox (west of Angel Island). The JC shall determine the course area daily.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)



- (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 a yellow inflatable mark.

Mark L will be a red inflatable mark. Mark W for the J/22s will be a red inflatable mark, and mark W for the J/70s will be a yellow inflatable mark. Both W marks may be tied together, and in that case rounded as one mark by all boats.

The replacement mark W will be a green inflatable mark, and both matches shall round the same replacement mark.

10.2 Starting/Finishing Line

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

10.3 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: ‘After the starting signal, the JC/RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.’
- (b) 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 flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, 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 a position just to leeward of the RC Signal Vessel and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the JC.
- 11.3 After the attention signal of a flight, 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 Match warning signals will be numeral pennant 1 for the open (adult) match and numeral pennant 2 for the junior match.
- 12.2 The flight number will be displayed on a white board on the RC Signal Vessel.

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

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 Subsequent changes will revert to the original mark.

13.3 Signalling vessel

- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark L.
- (c) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

14 TIME LIMIT

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 SUPPORT BOATS

15.1 The OA will provide boats from which team personnel may observe racing and provide on-the-water support between matches. Coaching will not be permitted.

15.2 The OA will provide berths for support boats.

15.3 Any interference by a support boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team. All support boats in the vicinity of the starting/finishing line shall be anchored and no less than 150 yards from any part of the starting/finishing line.

16 PRIZES

16.1 The principal prize for the winning team will be the SFYC/AYC Corinthian Cup.

16.2 The trophy will be awarded on the deck of the SFYC clubhouse as soon as possible after racing.

Custody of the trophy will be transferred to the victorious Club upon execution and delivery of a receipt by an officer or authorized agent of the winning Club.

16.2 Keeper trophies will be awarded to the winning team members.

17 CODE OF CONDUCT

17.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

17.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendums C and D.

17.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:

- Excessive attempts to verbally coerce, coach or influence umpire decisions;
- Repetitive or on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR Call M4).

17.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

18 DISCLAIMER

All those taking any 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 A – LIST OF TEAMS

THE SAN FRANCISCO YACHT CLUB

Open Team

Don Jesberg – skipper

Eric Baumhoff

Ethan Doyle

Emma Jesberg

Youth Team

Nick Sessions – skipper

Sarah Young

Carter Nestell

Will Baylis

ANNAPOLIS YACHT CLUB

Open Team

Cole Allsopp – skipper

Jake Doyle

Sarah Russell

Bell Carty

Youth Team

James Golden – skipper

Luke Koerschner

Peter Lobaugh

Xander King

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 without prior permission.
- 2.7 Taking a boat from its berth or mooring 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.
- 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 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than compass and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 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.
- 2.19 A breach of SI C 2.18 or 2.19 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

- 1.1 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 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.
- 3.4 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) leaving the boat in the same state of cleanliness as when first boarded that day; and
 - (c) releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.
- 4.3 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.
- 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 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

MOORING LINES and FENDERS

Two mooring lines
Two fenders

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

SI ADDENDUM E – 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 as shown in the following table:

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	
A	None
B	Half point
C	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is 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.