



SAILING INSTRUCTIONS (SIs)

1. RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.1, the RRS are changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.
 - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the race committee may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted no later than 60 minutes prior to the scheduled warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the racecourse.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of flag L with three sound signals from the race committee signal vessel. An umpire may communicate these race committee changes either verbally or in writing.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the Harbor Room at the Corinthian Yacht Club.
- 3.2 Signals made ashore will be displayed from the CYC flagstaff.
- 3.3 When on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 68.

4. BOATS AND SAILS

- 4.1 Boats will be identified by sail number.



4.2 The sail combination to be used will be signalled from the race committee signal vessel with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
<i>None</i>	<i>Main, Jib, Spinnaker</i>
<i>Flag Z</i>	<i>Main, Jib, No Spinnaker</i>

5. EVENT FORMAT and STARTING SCHEDULES

5.1 The event format and match pairing lists are detailed in SI Addendum A and B.

5.2 (a) In a knock-out series: the initial assigned ends shall be determined by the standings in the round robin. The skippers with the higher round robin standing will be assigned the starboard entry for the first match of the knockout series. Teams will not change boats.

(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.

5.3 The number of matches to be sailed each day will be determined by the race committee.

5.4 The race committee may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

5.5 Each subsequent flight will be started as soon as practicable after the previous flight.

5.6 When, in a knock out series, a winner has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.

5.7 The organizing authority, in consultation with the race committee, may change the format, or terminate or eliminate any round when conditions are not expected to permit the completion of the intended format.

6. FLIGHTS and MATCHES

6.1 The match pairing lists are detailed in SI Addendum A.

6.2 The next flight number will be displayed on the race committee signal vessel.

6.3 The race committee may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The race committee, or an umpire on behalf of the race committee, will advise competitors of any such change verbally.



6.4 When a match cannot start at its intended time, the signals and starts of the following matches shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by the race committee and/or by an umpire.

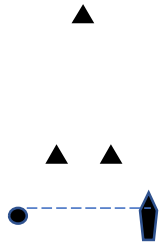
7. COURSES

7.1 Configuration (not to scale)

Windward Mark - 'W' ▲

Leeward Gate – 'L' ▲ ▲

Start/Finish Line ● ———▶



7.2 Course to be Sailed

The course will be: Start - W - L - W - Finish

7.3 Mark W shall be rounded to starboard. Boats shall pass between gate marks from the direction of previous mark. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

8. MARKS / STARTING AND FINISHING LINE

8.1 Mark W is a white inflatable buoy. Mark L are orange inflatable buoys.

8.2 New marks as described in SI 9.1 will be either a RED, GREEN, or WHITE inflatable buoy.

8.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the race committee signal vessel at the starboard end and the course side of a yellow starting mark at the port end.

9. CHANGE OF THE NEXT LEG OF THE COURSE

9.1 To change the next leg of the course, the race committee will lay a new mark-as soon as practicable.

RRS 33 and Race Signals is changed as follows:

(a) Flag C and a colored flag or board means: 'The windward mark has been moved. Sail to a mark the same color as the flag or board.'

(b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

9.2 (a) When a replacement mark will be used for the first leg, flag C and a colored flag will be displayed from the race committee signal vessel with the preparatory signal for each match affected.



Sail to the mark the same color as the flag. 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 race committee vessel in the vicinity of mark L, which will not be the race committee signal vessel.

9.3 The finishing mark and/or gate marks may be adjusted by the race committee without a signal if no boats are on the second half of a leg to the adjusted mark.

10. **BREAKDOWN and TIME FOR REPAIRS**

10.1 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 code flag Lima 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 race committee signal vessel and remain there, unless otherwise directed.

10.2 The time allowed for repairs will be at the discretion of the race committee.

10.3 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 10.1.

10.4 Except when RRS 62.1(b) applies, boats may not request redress because of a failure to effect repairs in the time allowed, or breakdowns after the attention signal. This changes RRS 62.

11. **TIME LIMIT**

A boat that does not finish within 5 minutes after her opponent has sailed the course and finished will be scored zero points. This changes RRS 35.

12. **RISK STATEMENT**

Refer to NoR 17.



SI ADDENDUM A – List of Eligible Skippers

Pairing List/ Knock-Out Table (to be supplied at the first daily briefing)

Connor Bennett (San Francisco, CA)

Dylan Sih (Newport Beach, CA)

Hamilton Barclay (La Porte, TX)

James Pine (Mt Pleasant, SC)

Morgan Pinckney (Newport Beach, CA)

Pearse Dowd (Marblehead, MA)

Peter Busch (San Diego, CA)

Siena Nichols (Corona del Mar, CA)

Thomas Sitzmann (Severna Park, MD)

Tor Svendsen (Ross, CA)



SI ADDENDUM B – Event Format and Schedule of Races

Event format

Stage 1 – Round Robin

All skippers are scheduled to sail against all other skippers once.

Stage 2 – Quarterfinal Knock-outs / 9th – 10th Series

- a) Skippers placing 1 through 8 in the round robin will be paired 1 v 8, 2 v 7, etc. in accordance with a table to be distributed by the race committee. The first skippers to score at least three (3) points qualify for Stage 4. The others will sail in Stage 3.
- b) Skippers placing 9 and 10 in the round robin will be paired. The first skipper to score at least three (3) points will place ninth; the other skipper will place tenth.

Stage 3 – 5th – 8th Knockout

The four losing skippers from the Quarterfinal Knock-outs (Stage 2) will be paired highest seed from Stage 1 v lowest seed from Stage 1, etc. The first skippers to score at least two (2) points will be the winners. The two winners will sail each other for places 5 and 6 in Stage 5; the two losers will sail for places 7 and 8 in Stage 5.

Stage 4 – Semi-Finals

The four winning skippers from the Quarterfinal Knock-outs (Stage 2), or if Stage 2 is not sailed then the four highest ranking skippers from the round robin, will be paired highest seed from Stage 1 v lowest seed from Stage 1, etc. The first skippers to score at least three (3) points shall proceed to Stage 7. The other skippers will move to Stage 6.

Stage 5 – 5th – 8th Finals

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the race committee. The two winners from Stage 3 will sail each other for places 5 and 6; the two losers will sail for places 7 and 8. The first skippers to score at least two (2) points will be the winners.

Stage 6 – Petite-Final

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the race committee. The first skipper to score at least two (2) points will place third in the regatta. The other skipper will place fourth.

Stage 7 – Final Series

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the race committee. The first skipper to score at least three (3) points will be the winner. The other skipper will place second.



SI ADDENDUM C – Handling of Boats

1 GENERAL

- 1.1 [NP] Other restrictions or instructions may be given to the boats verbally by the race committee or via an umpire. Flag L with three sound signals is not required.
- 1.2 A breach of an SI in this addendum marked [UMP] is subject to action by umpires in accordance with RRS C8.2. A boat may not protest another boat under a rule marked [UMP]. This changes RRS C6.2 and C8.2. A breach of an SI in this addendum marked [DMG] will be considered as damage and the cost of rectification will be deducted from the damage deposit.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order 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 race committee.
- 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 paid the required damage deposit or having permission from the race committee, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue such as black electrical tape or duct tape.
- 2.10 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.11 [UMP] Using the spinnaker pole to wing out the foresail.
- 2.12 Attaching lines to the fabric of spinnakers.
- 2.13 Perforating sails, even to attach tell tales.
- 2.14 Radio transmission (including mobile telephones), except to report damage or in response to a request from the race committee.



- 2.15 The use of electronic equipment, unless permitted by SI C3.1.
- 2.16 [UMP] After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the mainsheet ratchet block, the traveller, and the vang.
- 2.17 [UMP] 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, is prohibited.
- 2.18 [UMP] Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.19 [UMP] Having either foot outboard of the toe rail.

3. PERMITTED ITEMS and ACTIONS – the following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape (other than black electrical or duct tape)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell-tale material
- (f) handheld compasses, watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) Velcro tape
- (i) spare flags

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 Appendix C6



- (g) personal safety
- 3.3 Changing the number of mainsheet purchases.
- 4. MANDATORY ITEMS and ACTIONS** – the following are mandatory:
- 4.1 The completion of a written damage report before leaving a boat and submitting it to the race committee, 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. When boat swaps are carried out on the water, the report should be made verbally to the race committee as soon as possible.
 - 4.2 [DMG] At the end of each sailing day:
 - (a) folding, 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) releasing backstay tension
 - 4.3 [DMG] At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
 - 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.



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 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	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 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. Monetary deductions are assessed separately after closer inspection by the organizing authority 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.

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.