

**The 2023 CORINTHIAN CUP**  
**The San Francisco Yacht Club & Annapolis Yacht Club**  
**August 26-27**



**NOTICE OF RACE**

**1 ORGANIZING AUTHORITY**

The Organizing Authority (OA) will be The San Francisco Yacht Club in conjunction with the Joint Committee of the SFYC/AYC Corinthian Cup.

**2 VENUE**

The venue will be The San Francisco Yacht Club, Belvedere, California.

**3 EVENT GRADING**

This event will not be an ISAF graded event.

**4 PROVISIONAL SCHEDULE**

- (a) Race Office opens on Friday at 1100.
- (b) Practice sailing from 1300 to 1700 Friday.
- (c) Skippers' boat inspection 1700 Friday.
- (d) Hosted Sailing Attire Reception at 1800 Friday.
- (e) Competitors' briefing and meeting with umpires at 0900 Saturday.
- (f) Racing days: Saturday and Sunday.
- (g) The scheduled warning signal for the first race each day will be 1130.
- (h) The latest time for an attention signal on the last day of racing will be approximately 1430.
- (i) Hosted Club Blazer Dinner at 1800 Saturday.
- (j) Trophy presentation after racing at the SFYC Cove House.

**5 ELIGIBILITY**

The Annapolis Yacht Club and The San Francisco Yacht Club shall each be represented by two teams: an adult team and a junior team. The adult teams shall be mixed, i.e. at least one crew member of each gender. All sailors on the junior teams shall be between the ages of 13 and 18. All ages shall be as of the first day of racing.

- (a) The registered skipper shall helm the boat at all times while racing, except in an emergency.
- (b) All competitors shall meet the eligibility requirements of World Sailing regulation 19.2 and shall be classified as ISAF Group 1.

**6 ENTRIES**

The teams shall be entered by the submission of crew lists to the Joint Committee no later than 1700 on August 21.

**7 RULES**

- 7.1 The event will be governed by the rules as defined in the RRS, including Appendix C, and by the Declaration of Trust and Conditions Governing the SFYC/AYC Corinthian Cup.
- 7.2 The rules for the handling of boats will be provided with the sailing instructions and will also apply to any practice sailing. Class rules will not apply.
- 7.3 Scoring has been modified by NOR 10.2 and 10.4. This changes RRS C10.

- 7.4 Rule 40.1 applies when boats are in the racing area.
- 7.5 Major alterations to the RRS.
- (a) Add to RRS 41: to 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.
- (b) RRS C8.6 and C6.3 will be changed in the sailing instructions.

## **8 BOATS AND SAILS**

- 8.1 The event will be sailed in RS21-type boats for the both Divisions, with asymmetrical spinnakers.
- 8.2 Four boats will be provided by the OA.
- 8.3 The following sails will be provided with each boat: Mainsail, Jib, and Asymmetrical Spinnaker.
- 8.4 Boats will be allocated by draw, either daily or at the discretion of the Joint Committee.

## **9 CREW (INCLUDING SKIPPER)**

- 9.1 The number of crew (including the skipper) shall be 3 or 4. All registered crew shall sail all races.
- 9.2 Each skipper must be a member or spouse of a member of the club he or she is representing. When a registered skipper is unable to continue in the event the Joint Committee may authorize an original crewmember to substitute.
- 9.3 When a registered crewmember is unable to continue in the event the Joint Committee may authorize a substitute, a temporary substitute, or other adjustment.

## **10 EVENT FORMAT**

- 10.1 The event will consist of a series of matches between the open division teams and a series of matches between the junior division teams.
- 10.2 The winner of each match in each division will score one point for their club. Additional points may result from decisions made under RRS C6.6(b)(1), RRS C6.6(c), RRS C8.6, or dead heatpoints as described in RRS C10.1.
- 10.3 On the first day of racing, racing will be terminated for the day at the completion of the flight in which either club reaches seven (7) or more points, unless the Joint Committee agrees that 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.
- 10.4 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.
- 10.5 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.
- 10.6 In the case of a series tie at the conclusion of the regular racing, the tie shall be broken by a single match between two opposing teams, either adult or junior. The teams to race for the tie-breaker shall be decided by a coin toss conducted by the Joint Committee.
- 10.7 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.

## **11 COURSE**

- 11.1 The course will be windward/leeward with starboard roundings and a leeward gate using inflatable marks.
- 11.2 The intended course area will be in the vicinity of the Berkeley Circle and/or Southampton Shoal.

## **12 ADVERTISING**

- 12.1 As boats and equipment will be supplied by the OA, ISAF regulation 20.4 applies. Each boat may be required to display advertising as supplied by the OA.
- 12.2 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising (amends RRS 60.1).

**13 PRIZES**

- 13.1 The winning club will be awarded possession of the SFYC/AYC Corinthian Cup.
- 13.2 Other prizes for competitors may be awarded.

**14 SUPPORT BOATS**

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

**15 RISK STATEMENT**

Competitors participate in the event entirely at their own risk and subject to the terms and conditions of the SFYC liability waiver.

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.