

The 2023 SFYC/AYC CORINTHIAN CUP



Hosted by The San Francisco Yacht Club

Belvedere, CA

August 26-27

This event is ungraded.

SAILING INSTRUCTIONS

Abbreviations:

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

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: Cassidy Lynch and Sammy Shea

AYC: Sarah Russell and Cole Allsopp

Referee: Ryder Easterlin

The scheduled Umpires for this event will be:

Glen Oliver (Chief), Steve Schupak, Vicki Sodaro, Katie Maxim, Rob Overton, Bill Cook

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. 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 All competitors are required to wear a US Coast Guard approved PFD at all times when on the water, except for brief periods when changing or adjusting clothing. The "Y" flag will not be displayed. This changes RRS 40.
- 1.4 The US Sailing Prescriptions to Rules 60 and 63.2 will not apply.
- 1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.6 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.

2 ENTRY and SAILING TEAMS

- 2.1 The sailing teams are listed in SI Addendum A.
- 2.2 All sailors must be a member or spouse of a member of the club for which they are competing.
- 2.3 All competitors shall meet the eligibility requirements of World Sailing regulation 19.2 and shall be classified as ISAF Group 1.
- 2.4 Each skipper is responsible for the 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 OA may authorise an original crewmember to substitute.
- 2.7 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, 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 60 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 racecourse.
- 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 RS21-type boats with asymmetrical spinnakers for both divisions.
- (b) the types of sails to be used will be determined by the bosun, based on forecast. Both boats in a match will use the same types of sails at the same time.
- 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:

<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 [NP] Boats shall have their spinnaker poles in upwind sailing position (retracted) except when on the leg from mark W to the gate. Poles shall not be extended until the boat's bow passes the extension of an imaginary line passing between mark W and the left gate mark, and shall be retracted before passing that line to mark W below either gate mark.
- 5.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.5 At 1600 hours on Friday, 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.
- 5.6 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.
- 5.7 After racing the competing boats shall return to the guest dock at the SFYC. All required equipment shall remain on board while at the dock, except in the event that repairs or replacements are required and supervised by an SFYC RS21 fleet representative.

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' 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, and may only be rotated daily.

6.4 Umpire boats will display a black and white striped flag. Failure to display this flag will not be grounds for disregarding umpire signals, and will not be grounds for redress.

7 EVENT FORMAT and STARTING SCHEDULES

- 7.1 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 adult (open) match will be match one in each flight. The junior match will be match two in each flight.
- 7.2 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 adult (open) 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.
- 7.3 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.
- 7.4 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.
- 7.5 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.
- 7.6 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.
- 7.7 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 adult (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.
- 7.8 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.
- 7.9 The intended time of the first Attention Signal each day is 1130 hours.
- 7.10 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.
- 7.11 Subsequent flights will be started as soon as possible after completion of the preceding flight.
- 7.12 No Attention Signal will be made after 1430 Sunday, except if necessary for a tie breaker, as provided in SI 7.8

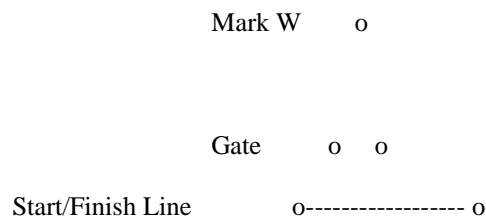
8 RACING AREA

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.

9 COURSE

9.1 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. Mark W shall be rounded to starboard. The gate shall be rounded by passing between the marks and rounding either one.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - Gate - 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.

Marks W and Gate will be red inflatable marks.

The replacement (new) mark W will be a yellow inflatable mark, and both matches shall round the same replacement (new) mark.

9.2 **Starting/Finishing Line**

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

9.3 **Abandonment and Shortening**

(a) RRS 32 is deleted and replaced with: 'After the starting signal, the JC/RC may abandon 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.

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 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. If possible she shall proceed as soon as possible to a position just to leeward of the RC Signal Vessel and remain there, unless otherwise directed.

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

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, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

11 STARTING PROCEDURE

11.1 Match warning signals will be numeral pennant 1 for the adult (open) match and numeral pennant 2 for the junior match.

11.2 The flight number will be displayed with a numeral placard on the sides of the RC Signal Vessel.

12 CHANGE OF POSITION OF THE WINDWARD MARK

12.1 Changes to the course will be made by setting a replacement (new) mark W.

12.2 Subsequent changes will revert to the original mark.

12.3 **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 the gate.

13 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.

14 SUPPORT VESSELS

14.1 On the water coaching will not be permitted.

14.2 The OA will provide berths for support vessels.

14.3 Any interference by a support vessel with the racing or event organization may result in a penalty applied at the discretion of the PC to the associated skipper or team. All support vessels 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.

15 PRIZES

15.1 The principal prize for the winning team will be the SFYC/AYC Corinthian Cup perpetual trophy.

15.2 The trophy will be awarded at the SFYC Cove House as soon as possible after racing. Custody of the trophy will be transferred to the victorious Club by an officer or authorized agent of the winning Club.

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

16 CODE OF CONDUCT

- 16.1 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.
- 16.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendums C and D.
- 16.3 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).
- 16.4 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.

SI ADDENDUM A – LIST OF TEAMS

THE SAN FRANCISCO YACHT CLUB

Adult (Open) Team

Nick Dugdale
Julian Skerrett
Justin Oberbauer
Pam Healy

Youth Team

Hailey Thompson
Blake Oberbauer
Rhett Krawitt
Mark Xu

ANNAPOLIS YACHT CLUB

Adult (Open) Team

Brad Julian
James Golden
Isaac Merit
Lilla Salvesen

Youth Team

Owen MacWilliams
John Syzmal
Reese Cockran
Will Friedell

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 outside of the specified times in the SIs without prior permission.
- 2.7 Taking a boat from its berth 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, other than halyards and sheets.
- 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 The use of electronic instruments other than compass and watches.
- 2.14 Marking directly on the hull or deck with permanent ink.
- 2.15 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.
- 2.16 A breach of SI C 2.14 or 2.15 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

3.1 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

4 MANDATORY ITEMS and ACTIONS

4.1 Report any damage or collisions to the bosun upon return to the dock.

4.2 At the end of each sailing day:

- (a) rolling, bagging and placement of the sails as directed;
- (b) removing and storing rudder and tiller in bag;
- (c) leaving the boat in the same state of cleanliness as when first boarded that day; and
- (d) releasing backstay tension.

- 4.3 At the end of each day, cleaning the boat, 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 with battens
- Jib with battens
- Spinnaker
- One spinnaker sheet
- One continuous headsail sheet
- Rudder, tiller and tiller extension
- Competitor flag set

SAFETY GEAR

- Bucket and sponge
- Flares
- Horn
- Type IV throwable PFD
- Tow 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.