



THE BIG SAIL
St. Francis Yacht Club
November 19, 2013
San Francisco, CA

SAILING INSTRUCTIONS

1. RULES

- 1.1.** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2.** RRS 40 is changed as follows: Competitors shall wear personal flotation devices while racing, except when below deck or briefly while changing or adjusting clothing or personal equipment. The Rules for Handling Boats (SI Addendum C) apply to this event and to any practice sailing or sponsor races. Class rules do not apply.
- 1.3.** SI Addendum E will guide umpires in applying RRS C8.6.
- 1.4.** If the first boat in a match has finished, leaving the second boat owing a penalty, the umpires may signal according to C5.5 that the outstanding penalty is completed and remove the corresponding penalty flag. Once the second boat has finished, she may be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.4.
- 1.5.** US Sailing Prescriptions to RRS 60, 63.2, and 63.4 shall not apply.

2. ENTRIES and ELIGIBILITY

- 2.1.** The regatta is an invitational open to skippers and crew who are undergraduates or alumni from Cal or Stanford. Division assignments are as follows:
 - Division 1 – Current sailing team members from Cal and Stanford (one team each)
 - Division 2 – Young Alumni 40 years of age and under as of October 19, 2013 (one team each)
 - Division 3 – Alumni 41 years and older as of October 19, 2013 (one team each)
- 2.2.** The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.3.** Each skipper is responsible for damage or loss to his/her boat unless responsibility is otherwise assigned by the umpires or PC. Damage that occurs during practice will be divided equally among boats involved. This will not be grounds for protest or redress by any boat. This changes RRS 62.
- 2.4.** While racing the registered skipper shall not leave the helm, except in an emergency.
- 2.5.** When a registered skipper is unable to continue in the event, the OA may authorize an original crewmember to substitute and may authorize a replacement for the original crew member.
- 2.6.** When a registered crewmember is unable to continue in the event, the OA may authorize 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 in the hallway adjacent to the side (Regatta) entrance of the StFYC.
- 3.2.** Signals made ashore will be displayed from the flagpole located on the StFYC Race Deck. When signal flag AP is displayed from the Race Deck, the warning signal will be made no earlier than 30 minutes after the lowering of the AP. This changes Race Signals.
- 3.3.** A mandatory Competitors Briefing will be held at StFYC at 1000 hours.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1. Changes to the SIs made ashore will be posted no later than 1030 on the day they will take effect. Flag L over the numeral pennant ashore indicates the most recent notice displayed.
- 4.2. Changes to the SIs made afloat will be signalled by the display of flag 3rd substitute with three sound signals. Umpires will communicate these either verbally or in writing.

5. BOATS AND SAILS

- 5.1 (a) The event will be sailed in J-22 type boats supplied by the OA.
(b) The sails to be used will be allocated by the RC, except that teams may supply spinnakers that meet Class specifications.
(c) Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Mainsail, Jib, Spinnaker
Code Flag T	Mainsail, Jib (no spinnaker)
- 5.3. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.4. The RC 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.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by bow numbers.
- 6.2. Boats have been allocated by the RC in accordance with a predetermined random draw. This allocation will not be grounds for redress. This changes RRS 62.
- 6.3. Boats will be exchanged in accordance with the table in SI Addendum A.

7. CREW MEMBERS, NUMBER and WEIGHT

- 7.1. The total number of crew, including the skipper, shall be four (4). All registered crew shall sail all races.
- 7.2. No crew weight limit is in effect.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The match pairing lists are detailed in SI Addendum A.
- 8.2. The number of matches to be sailed will be determined by the RC.
- 8.3. The RC may terminate any stage or the event at any time 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.
- 8.4. The scheduled time of the first attention signal is 1130 hours.
- 8.5. Matches will be designated on a placard displayed on the RC Signal Boat.
- 8.6. Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.7. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start. This changes rule C3.1

9. RACING AREA

Races will be conducted on the San Francisco City Front. The RC may change the intended racing area.

10. COURSE

10.1.

(a) **Course Configuration** (not to scale)

Mark WP o o Mark WS

Mark L o

Start/Finish Line o----- () Signal Boat

(b) **Course signals and course to be sailed**

Course signals representing the course to be sailed will be displayed from the bow of the RC signal boat at or before the warning signal.

<u>Signal</u>	<u>Course</u>
No Signal	Start – WP – WS – L – WP – WS – Finish
Red Flag	Start – WS – WP – L – WS – WP – Finish

No red flag means Marks WP and WS shall be rounded to starboard.

Red flag means Marks WS and WP shall be rounded to port.

Mark L shall always be rounded to starboard.

Marks WP and WS may be laid together.

(c) **Description of Marks**

The RC boat will be a StFYC RC boat displaying an orange flag.

WP, WS, and L will be large red inflatable marks.

Replacement mark W (see SI 13) will be a large yellow inflatable mark.

The starting/finishing line mark will be an orange/red spherical buoy.

10.2 Starting/Finishing Line

The starting/finishing line will be between the staff with an orange flag on the RC boat and the course side of the starting mark.

10.3 Course Limits

(a) For safety reasons, each of the lines bounded by the following two points is an obstruction:

- (1) The “H” Beam piling (located approximately 200 yards west of the StFYC) and the closest point ashore.
- (2) Anita Rock Light and a yellow buoy “AR” (located approximately 100 yards northwest of the Anita Rock Light.)
- (3) Anita Rock Light and the closest point ashore.
- (4) The yellow buoy “AR” (located approximately 100 yards northwest of Anita Rock Light) and the closest point ashore.

(b) Boats are prohibited from sailing across any of these lines while racing.

10.4 Abandonment and Shortening

- (a) RRS 32 is deleted and replaced with: "After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practicable."
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

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 close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2.** The time allowed for repairs shall be at the discretion of the RC.
- 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.** The flight number will be displayed on the RC signal boat with numeral plaques.
- 12.2.** 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

During a match the RC may signal a course change per rule 33 and set a yellow replacement mark for WS, WP, and/or L. The location of WP or WS may be changed by the RC without signalling or using a replacement mark. This changes rule 33.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored with a loss. This changes RRS 35 and C10.1.

15. COACH BOATS

No coach boats are permitted on or near the course for this event.

16. PRIZES

Competitors and their guests are invited to an awards ceremony in the Club immediately after racing.

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 ongoing objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also Call MR13).
- 17.4** Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, or the withholding of deposits.
- 17.5** Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

18. DISPOSAL OF WASTE AND TRASH

Boats breaking RRS 55 are not subject to protest by a boat. This changes RRS 60.1(a). The penalty for a breach of this rule, which may include disqualification from a race, is at the discretion of the Protest Committee. This changes rule 64.1. Discarding elastic or fiber bands or ties when setting a sail is permitted. This changes rule 55.

19. INFORMATION AND RACE CONTACTS

Jessica Barhydt, StFYC Race Office: racing@stfyc.com
David Wiard, Regatta Chairman: davidwiard@yahoo.com
John Siegel, Principal Race Officer: jasiegel@earthlink.net
Blaine Pedlow, Cal Captain: bpedlow@gmail.com
Al Sargent, Stanford Captain: alsargent@gmail.com

SI ADDENDUM A - ELIGIBLE SKIPPERS AND BOAT ASSIGNMENTS

Boat #	Division	School
2	Students	Stanford
3	Young Alumni	Stanford
4	Students	Cal
5	Young Alumni	Cal
6	Alumni	Cal
10	Alumni	Stanford

SI ADDENDUM B – EVENT FORMAT AND SCHEDULE OF RACES

To be described at Competitors Meeting.

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 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 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 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, traveller and vang.
- 2.19 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.
- 2.20 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 60.1 (a), RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 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) pencils;
 - (e) tell tale material;
 - (f) watch, timers and hand held compass;
 - (g) shackles and clevis pins;
 - (h) Velcro tape; and
 - (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
- 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

The following are mandatory.

- 4.1 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.
- 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

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 E – 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.