



California Dreamin' Series

St. Francis Yacht Club

November 9-10, 2013

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee
OA – organizing authority
RRS – racing rules of sailing
NOR – notice of race

RC – race committee
NA – national authority
SI – sailing instructions

1. RULES

- 1.1. The regatta shall be governed by the rules as defined in The Racing Rules of Sailing (RRS), including RRS Appendix C.
- 1.2. If there is a conflict between the NOR and the Sailing Instructions, it will be resolved in favour of the SIs.
- 1.3. RRS 40 is changed as follows: Each competitor shall wear a personal floatation device while racing, except when below deck or briefly while changing or adjusting clothing or personal equipment.
- 1.4. 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.
- 1.5. The Rules for Handling Boats (SI Addendum C) apply to this event and to any practice sailing or sponsor races. Class rules will not apply.
- 1.6. Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Addendum E is appropriate, they shall act under rule C8.4.
- 1.7. 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.
- 1.8. 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, they may be scored with a loss without the requirement of completing their penalty turn before finishing. This changes RRS C7.4.
- 1.9. US Sailing Prescriptions to RRS 60, 63.2, and 63.4 shall not apply.

2. ENTRIES and ELIGIBILITY

- 2.1. Only skippers invited by the OA are eligible for the event. The skippers invited are listed in SI Addendum A.
- 2.2. To remain eligible the entire crew shall complete registration, pay the entry fee of \$400 by October 31, 2013, deposit \$1500 for initial damage deposit, and complete crew weigh-in before 0930 on November 9, 2013, unless extended by the OA.
- 2.3. 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.
- 2.4. 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.
- 2.5. 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 authorize an original crewmember to substitute.
- 2.7. 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 Regatta 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 RRS Race Signals.
- 3.3. Skippers shall attend the Competitors' Briefings to be held at 0930 on November 9 2013 and 0930 on November 10, 2013, unless excused by the OA.
- 3.4. Umpires will provide daily debriefings following the completion of racing on both race days.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to the SIs made ashore will be posted no later than 0930 on the day they will take effect, and will be signed by the RC, except any changes to the schedule of races or the Competitors' Briefing time which will be posted by 1900 on the day before the change occurs.
- 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 may 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.
 (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 signaled 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. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4. 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.
- 5.5. 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. The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration or such other times as required by the RC.
- 7.3. Crew weights may be checked during the regatta. At any re-weighing, the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit will not be penalised, but they shall reduce their weight to the increased weight limit before racing again. This changes NOR 9.3.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format and match pairing lists are detailed in SI Addendum B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2. The racing days are scheduled as November 9, 2013 and November 10, 2013.
- 8.3. The latest time for an attention signal on the last day of racing will be at the discretion of the RC.
- 8.4. The number of matches to be sailed each day will be determined by the RC.
- 8.5. 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.
- 8.6. The intended time of the first attention signal each day is 1045.
- 8.7. Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8. 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.

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 W o o Mark WO

Mark L o

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

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

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

<u>Signal</u>	<u>Course</u>
Green + Numeral 1	Start - W - L - Finish
Green + Numeral 2	Start - W – L - W – Finish
Green + Numeral 3	Start - W – WO – Finish
Green + Numeral 4	Start – W – WO – L – W – WO – Finish

Marks W, WO, and L shall be rounded to starboard.

- (c) **Description of Marks**

The RC boat will be a StFYC RC boat displaying an orange flag.
W, WO, 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 a straight line 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 practical."
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

10.5 Commercial Vessels

Boats shall not impede the passage of commercial vessels and shall comply with the USCG International Inland Navigation Rules.

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.** Match warning signals will be numeral pennants indicating the match number to be started.
- 12.2.** The flight number will be displayed on the RC signal boat with numeral plaques.
- 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 yellow replacement mark W. Mark WO, if included in the course, may be moved without further signaling to maintain the course shape.
- 13.2.** Subsequent changes will revert to the original mark.
- 13.3. Change of Course Signals** (amends RRS 33 and Race Signals)
- (a) Flag C and a placard displaying a green triangle means the windward mark has been moved to starboard. Flag C and a placard displaying a red square means the windward mark has been moved to port.
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

13.4 Signalling vessel

- (a) When a change of course is signaled for the first leg, it 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 signaled after the first leg it will be displayed from a boat in the vicinity of mark L.

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. COACH BOATS

No coach boats shall be allowed on or near the course for this event.

16. SPARE

17. PRIZES

Skippers will earn points toward the overall California Dreamin' Series based on their finishing results. The top two skippers and crews will receive suitable take-home trophies.

18. CODE of CONDUCT

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

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

18.3. 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).

18.4 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, the withdrawal of any prize money or the withholding of deposits.

18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19. DISPOSAL OF WASTE AND TRASH

Boats observed breaking RRS 55 are subject to protest only by the Race Committee or Protest Committee. The penalty for a breach of this rule, which may include disqualification from a race, is at the discretion of the Protest Committee. Discarding elastic or fiber bands or ties when setting a sail is permitted. This changes RRS 55, 60.1(a) and 64.1.

20. INFORMATION AND RACE CONTACTS

Bartz Schneider, PRO: em4bartz@aol.com 775-848-5545

Glenn Oliver, Chief Umpire: gaoliver@cox.net 805-896-8842

Bruce Stone, California Dreamin' Series Representative: bruce@brucestone.com 917-822-4060

Peter Szasz, Race Chairman, pszasz@att.net, 650-888-4431

Jessica Barhydt, StFyc Race Office: racing@stfyc.com 415-655-7756



SI ADDENDUM A - ELIGIBLE SKIPPERS AND BOAT ASSIGNMENTS

- A. **Shane Young**
- B. **Nicole Breault**
- C. **Russ Silvestri**
- D. **Bruce Stone**
- E. **Dustin Durant**
- F. **Shawn Bennett**
- G. **James Barnash**
- H. **Katie Maxim**

Saturday Bow	Sunday Bow	Skipper
1	2	Young
2	3	Breault
3	4	Silvestri
4	5	Stone
5	6	Durant
6	7	Bennett
7	8	Barnash
8	1	Maxim

SI ADDENDUM B – EVENT FORMAT AND SCHEDULE OF RACES

First Stage: All skippers will sail a double round robin.

Round Robin #1

Flight >	1		2		3		4		5		6		7	
Entry >	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd
Match 1	6	3	3	5	1	6	8	4	4	1	7	5	8	7
Match 2	5	4	1	7	8	3	6	2	5	8	8	6	6	5
Match 3	2	7	6	4	7	4	5	1	7	6	3	1	4	3
Match 4	1	8	2	8	5	2	7	3	3	2	4	2	2	1

Round Robin #2

Flight >	1		2		3		4		5		6		7	
Entry >	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd
Match 1	3	6	5	3	6	1	4	8	1	4	5	7	7	8
Match 2	4	5	7	1	3	8	2	6	8	5	6	8	5	6
Match 3	7	2	4	6	4	7	1	5	6	7	1	3	3	4
Match 4	8	1	8	2	2	5	3	7	2	3	2	4	1	2

THESE PAIRING TABLES APPLY TO SATURDAY RACING ONLY. REVISED TABLES WILL BE ISSUED ON SUNDAY BASED ON EVENT PROGRESS.

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 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.