



## StFYC Grand Masters Team Race Invitational

St. Francis Yacht Club

October 29-31, 2014

### SAILING INSTRUCTIONS

#### 1. RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS), including Appendix D. The event will be umpired.
- 1.2 The US SAILING Prescriptions to Rule 60, 63.2 and 63.4 will not apply.
- 1.3 The Boat Handling and Equipment Rules (SI Attachment A) shall apply to all races and practice
- 1.4 RRS 40 is changed as follows: Competitors shall wear personal flotation devices while racing, except while changing or adjusting clothing or personal equipment.
- 1.5 Add to RRS 41: (f) 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.

#### 2. ENTRIES AND ELIGIBILITY

- 2.1 Only clubs invited by the OA are eligible to compete in this event. Teams shall consist of three boats.
- 2.2 Boats shall be sailed by crews of three or four persons, including the skipper, with a maximum total weight of 650 lbs.
- 2.3 All team members must be members or spouses in good standing of the yacht club they represent unless approved by the RC.
- 2.4 To be eligible to participate, skippers and crew shall complete registration by 0830 Thursday and each skipper shall provide the damage authorization described below. Skipper and/or crew substitutions are allowed provided that the weight, membership and damage authorization provisions are met.

#### 3. COMMUNICATION WITH COMPETITORS

- 3.1 A Competitors' Meeting will be held at StFYC on Thursday at 0830 hours.
- 3.2 Official Notices will be posted on the Official Regatta Notice Board located in the hallway adjacent to the side (Regatta) entrance of StFYC.
- 3.3 Changes to the Sailing Instructions will be posted by 0900 hours on the day they are to take effect.
- 3.4 Signals made ashore will be displayed from the flagpole located on the StFYC Race Deck.
- 3.5 When signal flag AP is displayed from the race deck, the time for the warning signal will be made no earlier than 30 minutes after the lowering of the AP. This changes RRS Race Signals.
- 3.6 Questions regarding the Sailing Instructions may be submitted in writing to the Race Committee. Questions and written responses will be posted on the Official Regatta Notice Board.
- 3.7 Race Committee communications will take place on VHF channel 69.
- 3.8 The Race Committee may give oral changes to the Sailing Instructions to each boat by VHF or loud hailer and may require acknowledgement.

#### 4. SCHEDULE, FORMAT, STARTING ORDER

##### 4.1 Schedule:

Wed, Oct 29	1200-1700	Registration & Weigh In
	1330-1800	Boats available for practice
	1830-1930	Welcoming reception

Thu, Oct 30	0800-0830	Registration & Weigh In
	0830	Mandatory Competitors' Meeting
	1000	First Race – subsequent races to follow
	After Racing	Debrief with umpires, social
Fri, Oct 31	1800	Cocktail Hour & Dinner
	1000	First Race – subsequent races to follow
	After Racing	Debrief & Awards

**4.2** The format will be three-on-three team racing, with multiple round robins. The number of round robins will be determined by the Race Committee, based on time availability. In the case of ties in the scoring, the results will be determined utilizing RRS Appendix D4.

**4.3** The starting order and boat assignments will be described on Attachment C, which will be distributed at the Competitors' Meeting.

## **5. BOATS, SAILS, DAMAGE**

**5.1** J/22-type boats will be supplied by the OA. Only sails supplied with the boats shall be used. Boats will be identified by sail numbers.

**5.2** Competitors shall inspect their boats before each race for possible breakdowns and missing equipment. Discrepancies shall be reported to the RC immediately and noted on the check-out sheet supplied with each boat irrespective of whether redress for a breakdown is being requested. Competitors shall leave signal flags and radios on the boats when crews swap boats.

**5.3** Skippers shall provide a damage deposit of \$1,500 at registration. The damage deposit is the limit of liability of each skipper for each incident. In the event that a damage charge is assessed, the skipper shall increase the damage deposit to the original value to continue racing.

**5.4** Each skipper is responsible for the damage or loss to their boat unless fault is otherwise determined by application of the rules by the umpires or PC.

**5.5** Unless the skippers agree otherwise, damage to boats during any practice session shall be charged equally against the accounts of the skippers involved in the incident. Competitors may not protest or request redress for actions under this paragraph. This changes Rule 60.1

## **6. RACING AREA**

Races will be conducted on the San Francisco City Front.

## **7. COURSES & MARKS**

**7.1** The course and marks are as described in Attachment B.

**7.2** Courses will not be shortened. This changes RRS 32.

**7.3** The Race Committee may move marks of the course without signaling provided that no mark shall be moved once a boat has started that leg. This changes RRS 33.

## **8. THE START**

**8.1** Races will be started using RRS Appendix S.

**8.2** The starting line will be between a staff displaying an orange and yellow flag on a RC boat at the starboard end and the course side of an inflatable buoy on the port end of the line.

## **9. RESTRICTED AREAS**

**9.1** For safety reasons, each of the lines bounded by the following two points is an obstruction:

- (a) The southern end of the SF Marina entrance Wave Attenuator and the closest point ashore.
- (b) The northern end of the SF Marina entrance Wave Attenuator and the closest point ashore.
- (c) The "H" Beam piling (located approximately 200 yards west of the St. Francis YC) and the closest point ashore.

- (d) Anita Rock Light located approximately 0.30nm West of StFYC (“Anita Rock” Q 20ft 5M), and the closest point ashore.
- (e) Anita Rock Light located approximately 0.30nm West of StFYC (“Anita Rock” Q 20ft 5M), and a yellow buoy marked “AR” or temporary replacement buoy (located approximately 100 yards northwest of the Anita Rock Light).
- (f) The yellow buoy marked “AR” or temporary replacement buoy (located approximately 100 yards northwest of Anita Rock Light) and the closest point ashore.
- (g) The South Tower of the Golden Gate Bridge and the closest point ashore.
- (h) The Green/Red Bell Buoy off the west end of Alcatraz Island and Alcatraz Island.
- (i) The Green Buoy (G“3”) south of Point Blunt-Angel Island and the closest point ashore.
- (j) The westernmost end of Pier 45 and the easternmost end of the Aquatic Park breakwater.
- (k) If set, a round orange/red buoy off of Piers 39, Pier 45, or the SF Marina entrance and the closest point ashore for each.

**9.2** Boats are prohibited from sailing across any of these lines while racing.

## **10 THE FINISH**

The finishing line will be the same as the starting line.

## **11 UMPIRING, PROTESTS, REDRESS**

**11.1** The Two-Flag Protest Procedure, RRS D2.5, will apply.

**11.2** RRS D2.5(c) is changed: “yellow flag” is replace with “Y flag”.

## **12 PRIZES**

The winning club will be declared the 2014 St. Francis Yacht Club Grandmasters Team Race Champion.

## **13 COMMERCIAL TRAFFIC, SAFETY**

**13.1** As stated in the RRS preamble to the Part 2 rules, when a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea (IRPCAS) or government right-of-way rules. This supplements, but does not replace the rules of Part 2.

**13.2** If a commercial vessel has sounded five blasts, and/or the vessel or the Coast Guard identifies an offending boat, the Race Committee shall protest the boat, in which case the Protest Committee shall assume that the identified boat has impeded passage or violated the U.S. Inland Navigation Rules, and the identified boat shall have the burden of proving otherwise. In the case of a complaint by a Vessel Traffic or the Coast Guard, the protest time limit shall be extended up to two days after the conclusion of the regatta. This changes RRS 60.2(a) and 61.3.

**13.3** A Race Committee boat may signal a boat to alter course to avoid impeding the passage of commercial vessels by making a sound signal (horn or whistle) and pointing Code Flag V at the boat. The signaled boat shall promptly comply with the signal unless compliance would create an unsafe condition. If a boat fails to comply with such a signal, the Race Committee shall protest the boat, in which case the Protest Committee shall assume that the course alteration would not have created an unsafe condition, and the protested boat shall have the burden of proving otherwise.

**13.4** Boats may not take a penalty under rule 44 for breaking any part of this SI, and a resulting disqualification shall not be excludable under rule A2. The StFYC shall cooperate with and provide relevant information to the Coast Guard or other governmental authority regarding investigations of boats impeding ship traffic or violating U.S. Inland Navigation Rules (33 CFR 83).

**ATTACHMENT A**  
**BOAT HANDLING AND EQUIPMENT RULES**

**1 Prohibited Items and Actions**

Except in an emergency or in order to prevent damage or injury, or when directed by the OA, RC or an umpire otherwise, the following are prohibited:

- 1.1 Any additions, omissions or alterations to the equipment supplied.
- 1.2 Using any equipment for a purpose other than that intended or specifically permitted.
- 1.3 Replacing any equipment without the sanction of the RC.
- 1.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 1.5 Moving equipment from its normal stowage position except when being used.
- 1.6 Boarding a boat without prior permission.
- 1.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 1.8 Hauling out a boat or cleaning surfaces below the waterline.
- 1.9 Attaching lines to the fabric of spinnakers.
- 1.10 Perforating sails, even to attach tell tales.
- 1.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 1.12 Using a winch to adjust the mainsheet, backstay or vang.
- 1.13 Using a reef line as an outhaul.
- 1.14 Using electronic instruments other than compass and watches.
- 1.15 Using the spinnaker pole to wing out the foresail.
- 1.16 Marking directly on the hull or deck with permanent ink.
- 1.17 Using the shrouds (including any inner shrouds) above the lower turnbuckle to facilitate tacking or gybing, or to aid the projection of a crewmember outboard.
- 1.18 Attaching the spinnaker pole end to the shrouds.

**2 Permitted Items and Actions**

The following are permitted.

- 2.1 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) marking pencils;
  - (e) tell tale material;
  - (f) watch, timers and hand held compass;
  - (g) shackles and clevis pins;
  - (h) velcro tape;
  - (i) spare flags; and
  - (j) VHF radio.
- 2.2 Using the items in 2.1 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; and
  - (g) use the VHF to receive instructions from the RC or to contact the RC.
- 2.3 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.

2.4 Changing the number of mainsheet purchases.

### **3 Mandatory Items and Actions**

The following are mandatory.

- 3.1 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.
- 3.2 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
  - (c) using backstay control lines under slight tension to secure tiller
- 3.3 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.
- 3.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 3.5 A breach of items 3.2 and 3.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

### **4 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

**ATTACHMENT B**  
**OFFICIAL DESCRIPTION OF MARKS AND COURSES**

<b>MARK</b>	<b>DESCRIPTION</b>
<b>1</b>	Yellow inflatable cone
<b>2</b>	Yellow inflatable cone
<b>3</b>	Yellow inflatable cone
<b>4</b>	Yellow inflatable cone
<b>S / F</b>	Orange buoy set as start/finish mark to port (looking upwind) of RC signal boat

**COURSE**

Signal

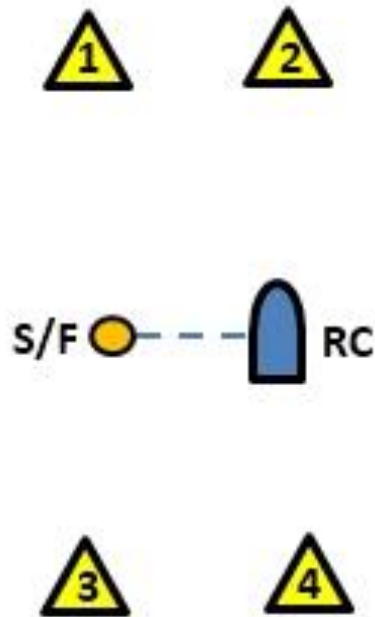
No signal

Flag C

Course

Start → 1s → 2s → 3p → 4p → Finish

Start → 2p → 1p → 4s → 3s → Finish



(not to scale)

**ATTACHMENT C**  
**COMPETITORS AND PAIRINGS FOR THURSDAY, OCTOBER 30th**

(a new table will be supplied for racing on Friday, October 31<sup>st</sup>)

<b><u>Designation</u></b>	<b><u>Team</u></b>
NYYC	New York Yacht Club
IDA	Storm Trysail / Ida Lewis Yacht Club
StFYC	St. Francis Yacht Club

<b><u>RR</u></b>	<b><u>Race #</u></b>	<b><u>Race</u></b>	<b><u>Bye</u></b>	<b><u>Boats: 1,2,3</u></b> <b><u>Color: Red</u></b>	<b><u>Boats: 4,5,6</u></b> <b><u>Color: Green</u></b>	<b><u>Boats: 7,8,9</u></b> <b><u>Color: Black</u></b>
1	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
1	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
1	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
2	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
2	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
2	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
3	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
3	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
3	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
4	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
4	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
4	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
5	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
5	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
5	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
6	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
6	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
6	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
7	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
7	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
7	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
8	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
8	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
8	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
9	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
9	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
9	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
10	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
10	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
10	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
11	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
11	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
11	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC
12	1	NYYC vs StFYC	IDA	NYYC	IDA	StFYC
12	2	NYYC vs IDA	StFYC	NYYC	IDA	StFYC
12	3	IDA vs StFYC	NYYC	NYYC	IDA	StFYC