



SAILING INSTRUCTIONS (SIs)

1. RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.7 they will be guided by SI Addendum E.
- 1.3 Further to NoR 1.1, the RRS are changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.
 - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the race committee may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted no later than 60 minutes prior to the scheduled warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the racecourse.
- 2.3 Changes to a SI may be made on the water. These will be signaled by the display of the 3rd substitute with three sound signals from the race committee signal vessel. An umpire may communicate these race committee changes either verbally or in writing.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located near the flagpole on the Balboa Yacht Club Flag Deck
- 3.2 Signals made ashore will be displayed from the BYC flagstaff.

4. BOATS AND SAILS

- 4.1 Boats will be identified by sail number.
- 4.2 Skippers will be draw for spinnakers to be used throughout the competition at the Boat and Spinnaker draw on Wednesday, June 25 at check in, and boats will continue to rotate up by one number each subsequent racing day.



- 4.3 The sail combination to be used will be signaled from the race committee signal vessel with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
<i>None</i>	<i>Main, Jib, Spinnaker</i>
<i>Flag G</i>	<i>Main, Jib, No Spinnaker</i>

- 4.4 Tows to the racecourse from the BYC dock will be provided. However, it is the responsibility of each competitor to ensure that their boat is ready to race at the assigned time. Tows will leave promptly at the scheduled time. Only an officially designated BYC towboat or other official BYC boat may tow competitors to and from the racing area.

5. EVENT FORMAT and STARTING SCHEDULES

- 5.1 The event format is detailed in SI Addendum B.
- 5.2 (a) In a knock-out series: the initial assigned ends shall be determined by the standings in the round robin. The skippers with the higher round robin standing will be assigned the starboard entry for the first match of the knockout series. Teams will not change boats.
- (b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
- 5.3 The number of matches to be sailed each day will be determined by the race committee.
- 5.4 The race committee may terminate any stage or the event 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. Early stages may be terminated in favor of later stages.
- 5.5 Each subsequent flight will be started as soon as practicable after the previous flight.
- 5.6 When, in a knock-out series, a winner has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.
- 5.7 The organizing authority, in consultation with the race committee, may change the format, or terminate or eliminate any round when conditions are not expected to permit the completion of the intended format.

6. FLIGHTS and MATCHES

- 6.1 The match pairing lists will be provided prior to the start of racing.
- 6.2 The next flight number will be displayed on the race committee signal vessel.
- 6.3 The race committee may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The race



committee, or an umpire on behalf of the race committee, will advise competitors of any such change verbally.

- 6.4 When a match cannot start at its intended time, the signals and starts of the following matches shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by the race committee and/or by an umpire.

7. COURSES

7.1 Configuration (*not to scale*)

Windward Mark – ‘W’



Leeward Gate – ‘Gs/Gp’



Start/Finish Line



7.2 Course to be Sailed

The course will be: Start - W – Gs/Gp - W - Finish

- 7.3 Mark W shall be rounded to starboard. Boats shall pass between gate marks from the direction of previous mark. In the event one gate mark is missing, the remaining mark shall be rounded to starboard. While boats are on the first half of the downwind leg, the gate or finish line may be adjusted without signaling a course change. This changes RRS 33.

8. MARKS / STARTING AND FINISHING LINE

- 8.1 Mark W is a red MarkSetBot or inflatable buoys. Mark Gs/Gp are orange MarkSetBots or inflatable buoys.
- 8.2 New marks as described in SI 9.1 will be either a yellow MarkSetBot or inflatable mark.
- 8.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the race committee signal vessel at the starboard end and the course side of a yellow starting MarkSetBot or staff displaying an orange flag at the port end.

9. CHANGE OF THE NEXT LEG OF THE COURSE

- 9.1 To change the next leg of the course, the race committee will lay a new mark-as soon as practicable.

RRS 33 and Race Signals are changed as follows:

- (a) Flag C and a colored flag or board means: “The windward mark has been moved. Sail to the mark of the same color as the flag or board.”



(b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

9.2 Signaling vessel

(a) When a replacement mark will be used for the first leg, flag C and a colored flag will be displayed from the race committee signal vessel with the preparatory signal for each match affected 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 race committee vessel in the vicinity of mark L, which will not be the race committee signal vessel.

9.3 The finishing mark and/or gate marks may be adjusted by the race committee without a signal if no boats are on the second half of a leg to the adjusted mark.

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 code 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 a position just to leeward of the race committee signal vessel and remain there, unless otherwise directed.

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

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 61.4(b) applies, boats may not request redress because of a failure to effect repairs in the time allowed, or breakdowns after the attention signal. This changes RRS 61.

11. **TIME LIMIT**

A boat that does not finish within 5 minutes after her opponent has sailed the course and finished will be scored zero points. This changes RRS 35.

12. **RISK STATEMENT**

Refer to NoR 18.



SI ADDENDUM A – List of Eligible Skippers

Pairing List/Knock-Out Table (to be supplied at the first daily briefing)

Dylan Sih (Newport Beach, CA)

Freddie Parkin (Riverside, CT)

Gavin Galway (Clear Lake Shores, TX)

Harrison Strom (San Diego, CA)

Hayden McCready (Kingwood, TX)

James Pine (Mt Pleasant, SC)

Noah Stapleton (Long Beach, CA)

Qi Yan (Irvine, CA)

Siena Nichols (Corona del Mar, CA)

William Stratton (Purdue, CA)



SI ADDENDUM B – Event Format and Schedule of Races

Stage 1 – Round Robin

All skippers are scheduled to sail against all other skippers once.

Stage 2 – Quarterfinal Knock-outs / 9th – 10th Series

- a) Skippers placing 1 through 8 in the round robin will be paired 1 v 8, 2 v 7, etc. in accordance with a table to be distributed by the race committee. The first skippers to score at least three (3) points qualify for Stage 4. The others will sail in Stage 3.
- b) Skippers placing 9 and 10 in the round robin will be paired. The first skipper to score at least three (3) points will place ninth; the other skipper will place tenth.

Stage 3 – 5th – 8th Knockout

The four losing skippers from the Quarterfinal Knock-outs (Stage 2) will be paired highest seed from Stage 1 v lowest seed from Stage 1, etc. The first skippers to score at least two (2) points will be the winners. The two winners will sail each other for places 5 and 6 in Stage 5; the two losers will sail for places 7 and 8 in Stage 5.

Stage 4 – Semi-Finals

The four winning skippers from the Quarterfinal Knock-outs (Stage 2), or if Stage 2 is not sailed then the four highest ranking skippers from the round robin, will be paired highest seed from Stage 1 v lowest seed from Stage 1, etc. The first skippers to score at least three (3) points shall proceed to Stage 7. The other skippers will move to Stage 6.

Stage 5 – 5th – 8th Finals

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the race committee. The two winners from Stage 3 will sail each other for places 5 and 6; the two losers will sail for places 7 and 8. The first skippers to score at least two (2) points will be the winners.

Stage 6 – Petite-Final

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the race committee. The first skipper to score at least two (2) points will place third in the regatta. The other skipper will place fourth.

Stage 7 – Final Series

The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the race committee. The first skipper to score at least three (3) points will be the winner. The other skipper will place second.



SI ADDENDUM C – Handling of Boats

1 GENERAL

- 1.1 [NP] Other restrictions or instructions may be given to the boats verbally by the race committee or via an umpire. Flag L with three sound signals is not required.
- 1.2 A breach of an SI in this addendum marked [UMP] is subject to action by umpires in accordance with RRS C8.2. A boat may not protest another boat under a rule marked [UMP]. This changes RRS C6.2 and C8.2. A breach of an SI in this addendum marked [DMG] will be considered as damage and the cost of rectification will be deducted from the damage deposit.

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 race committee.
- 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 paid the required damage deposit or having permission from the race committee, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or laying a boat on its side using any means including the rigging.
- 2.9 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue such as black electrical tape or duct tape.
- 2.10 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.11 [UMP] Using the spinnaker pole to wing out the foresail.
- 2.12 Attaching lines to the fabric of spinnakers.
- 2.13 Perforating sails, even to attach tell tales.
- 2.14 Radio transmission (including mobile telephones), except to report damage or in response to a request from the race committee.
- 2.15 The use of electronic equipment, unless permitted by SI C3.1.



- 2.16 [UMP] 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 as it exits the mainsheet ratchet block, the traveler, and the vang.
- 2.17 [UMP] 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, is prohibited.
- 2.18 [UMP] Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.19 Intentionally left blank.
- 2.20 [UMP] The access hatch shall remain in the closed, not vent, position while away from the dock except when actively retrieving or storing personal gear or stores. The hatch shall remain closed while racing. The mid cockpit inspection port shall remain closed while away from the dock.
- 2.21 Omitting any headsail car or turning block before sheeting onto a cam cleat.
- 2.22 The boats may not be side-tied to any other boat for docking purposes.
- 2.23 Boats sailed to or from the racecourse – meaning to the regatta race area and returning to the yacht club at the end of racing for each day - are not allowed to sail with the spinnaker.

3. PERMITTED ITEMS and ACTIONS – the following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) vinyl tape (other than black electrical or duct tape)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell-tale material
- (f) handheld compasses, watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) Velcro tape
- (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



(g) personal safety

3.3 Decreasing the number of mainsheet purchases.

3.4 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.

3.5 It will be permissible to clean the bottom of the boats daily, with a provided sponge only. No wet sanding will be allowed. No underwater breathing apparatus may be used.

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 race committee, 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. When boat swaps are carried out on the water, the report should be made verbally to the race committee as soon as possible.

4.2 [DMG] At the end of each sailing day:

- (a) folding, 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) insuring that all gear and rigging are on their boat for the next days sailing

4.3 [DMG] At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 [DMG] 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.

5. TOWING of the BOATS

5.1 When towing the boats the following must be strictly adhered to:

- (a) The supplied dyneema towing strop is attached to the mid-foredeck pad eye and shall remain with the spliced loop lead through the stem fitting pad eye.
- (b) The supplied 40 foot painter shall be tied to the towing strop's spliced loop just forward of the stem fitting pad eye. **PAINTERS ARE NOT TO BE TIED TO THE MAST AT ANY TIME!**
- (c) If the boats tie off to a "drag line", each boat must use a different loop



(d) If multiple boats must attach to each other, only two (2) boats may be tied to each other; the first boat from the foredeck fitting to the tow boat, the second boat may be towed from either one of the fittings for the aft spinnaker blocks

***AT NO TIME WILL MORE THAN ONE BOAT BE TIED TO ANOTHER FOR TOWING UNLESS
INSTRUCTED BY THE OA**



SI ADDENDUM D – EQUIPMENT LIST

1 Equipment Provided by the Organizing Authority

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

1.1 SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Headsail

Spinnaker

One spinnaker pole

Spinnaker sheets

Headsail sheets

Tiller extension

Jib cars

1 Pair of tweakers

1.2 MOORING LINES and FENDERS

One mooring line

One fender



SI ADDENDUM E – Damage Penalties

Match Racing Penalties for Damage resulting from contact between boats.

Appendix C6.6 and C8.7 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 C8.7).

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 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. Monetary deductions are assessed separately after closer inspection by the organizing authority 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.

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.



Notes to Umpires: Explanation of the Damage Procedure

There are a number of things we are trying to achieve with points penalties for damage:

- Minimize damage to keep costs down and to avoid delays while boats are repaired.
- Ensure that penalties fit the breach.
- Ensure there is no advantage to well financed teams
- Avoid delays with hearings. This becomes increasingly important at the later stages when there is a greater number of spectators and sponsors.
- Provide consistent penalties for damage.

Application

- As soon as possible after contact the umpires will inform the race committee by radio giving details of the contact.
- The race committee will log the report and contact the person responsible for the boats.
- The responsible person will inspect the boats as soon as possible after finishing and make a report to the umpires. Based on the information available at that time the umpires will decide whether the damage should be classified as level A, B or C.
- When level A is assessed there will be no further action by the umpires.
- When level B or C is assessed a penalty in accordance with the table above will be imposed on any boat judged to have broken RRS 14. The umpires will inform the boat(s).
- When level C is assessed the umpires may also initiate a hearing.

Hearings when point penalties are imposed under this procedure

In order to minimize the number of hearings, all point penalty deductions will be imposed by the umpires without a hearing. Should a competitor request a hearing he should be advised that the protest committee may impose a greater penalty.

Penalties in a Round Robin Series

All penalties are deducted from the skipper's total round robin score. This means that a skipper is penalized for causing level B or C damage even when he loses the relevant match. Half point penalties often only have the effect of breaking scores that would otherwise be tied.

Penalties in a Knock Out Series

In a knock-out series half point penalties are not ideal. Having one half point penalty has a similar effect as two half point penalties because the boat only must win one race to make up for the half point or two half point penalties. Therefore a three-quarter point penalty is given for level B damage. A full point penalty is given for level C damage. All penalties are deducted from the total score for the stage in which the damage happened. If the penalties create the need for additional races and there is time available, such races will be sailed. However, if the additional races will put the program at risk, the stage may be terminated and any ties resolved using the tie break system provided in Appendix C. See rules C10.5 and C11 .2.