

THE SAN FRANCISCO YACHT CLUB



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Etchells Fleet 12

2017 Etchells World Championship September 22-30, 2017 The San Francisco Yacht Club Belvedere, CA

SAILING INSTRUCTIONS

Organizing Authority (OA): The San Francisco Yacht Club in conjunction with Etchells Fleet 12

REGATTA OFFICIALS

Event Chairs: Steve Fentress and Julie Wiard

Principal Race Officer: Jeff Zarwell

International Jury: Luca Babini ITA (Chair), Ron Barak ISR, Dick Watts USA, Doug Sloan USA, Paul Zupan USA

1. RULES

- 1.1 This regatta will be governed by the 'rules' as defined in *The Racing Rules of Sailing* (RRS).
- 1.2 The US Sailing Prescriptions that will apply are stated in full in Attachment A of the Notice of Race.
- 1.3 This regatta is an Etchells Class A sanctioned event under Appendix A of the International Etchells Association (IECA) Rules. The IECA Rules and Regulations will apply except as modified by these sailing instructions.
- 1.4 If there is a conflict between rules or regulations, other than RRS, the sailing instructions will prevail. This changes RRS 63.7.
- 1.5 RRS 40 is replaced with: "All competitors shall wear personal flotation devices while racing, except for brief periods while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices." Flag Y will not be displayed. Information on personal flotation device requirements for boats racing in the United States can be found at rules.ussailing.org in the 'PFD' link.
- 1.6 The organizing authority will supply bow numbers, which shall be affixed to the bow per the accompanying instructions. It is the responsibility of competitors to ensure that these are properly in place before leaving the dock each day.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located outside on the west wall of the SFYC Clubhouse.
- 2.2 Protest and redress hearing notices will be posted on the jury notice board at the bottom of the stairs to the protest room, which is upstairs in the SFYC Sailing Center.

3. CHANGES TO THE SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the main flagpole on the SFYC lawn.
- 4.2 When AP is displayed ashore, '1 minute' is replaced with 'not less than 90 minutes' in race signal AP.

5. SCHEDULE OF RACES

5.1

Monday, Sept 25	1400	Practice Race - First Warning
	1800	Competitors' Meeting
Tuesday, Sept 26	1200	First Warning - 2 races scheduled
Wednesday, Sept 27	1200	First Warning - 2 races scheduled
Thursday, Sept 28	1200	First Warning - 2 races scheduled
Friday, Sept 29	1200	First Warning - 2 races scheduled
Saturday, Sept 30	1200	First Warning - 1 race scheduled
	1830	Awards Ceremony

- 5.2 Nine races are scheduled: two each on Tuesday, Wednesday, Thursday and Friday, and one on Saturday. One extra race per day may be sailed, provided that the regatta does not become more than one race ahead of schedule.
- 5.3 The Class International Governing Committee members present may permit the race committee to deviate from the above schedule.
- 5.4 When more than one race will be held on the same day, the Warning Signal for each succeeding race will be made as soon as practicable. Flag A displayed by the race committee finishing boat, while boats are finishing, means no more races will be sailed that day.
- 5.5 No Warning Signal will be made after 1530 hours on Saturday. In the case of one or more general recall(s) when the initial Warning Signal was made prior to 1530 hours, the race committee may display subsequent Warning Signals after that time. This exception will not apply for a race that is postponed or abandoned before the starting signal.

6. CLASS FLAG

The class flag will be the Etchells Class insignia on a white background, or flag E.

7. RACING AREA

The racing area will be in the vicinity of the Berkeley Circle and/or Southampton Shoal. This area is between 4 and 7 NM from the harbor.

8. THE COURSES

8.1 Attachment A shows the course configuration, including the order in which marks are to be passed, and the side on which each mark is to be left. The approximate length of the windward legs will be 1.5-2.0nm.

8.2 The course to be sailed will be designated by displaying the corresponding numeral pennant (1 or 2) from the race committee signal boat.

8.3 The race committee signal boat may display the approximate compass bearing from the starting line to Mark 1.

8.4 Boats shall sail between the gate marks (Marks 3S and 3P) from the direction of the previous mark and round either mark. If one of the gate marks is missing boats shall leave the remaining mark to port.

9. MARKS

9.1 Marks 1, 2, 3P and 3S will be 8-foot red conical buoys.

9.2 New marks, as provided in SI 11, will be 8-foot yellow conical buoys.

10. THE START

10.1 Races will be started using RRS 26.

10.2 The starting line will consist of three race committee boats: port end line boat, mid-line signal boat, and starboard end line boat. The starting line will be two line segments: one between a staff displaying an orange flag on the mid-line signal boat and a staff displaying an orange flag on the port end line boat, the other between a staff displaying an orange flag on the mid-line signal boat and a staff displaying an orange flag on the starboard end line boat.

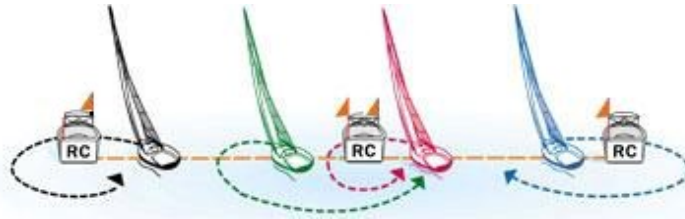
10.3 A boat starting later than 10 minutes after her starting signal will be scored DNS without a hearing. This changes RRS A4 and A5.

10.4 A race committee boat stationed near Mark 1 will display the bow numbers of boats that have violated RRS 30.4. Other race committee boats may also be used along the first windward leg for such display. Boats identified under this instruction shall promptly leave the race course and not interfere with boats still racing. Boats failing to do so shall be scored DNE without a hearing.

10.5 The race committee will attempt to notify OCS, UFD and BFD boats by bow number or sail number by radio on VHF Channel USA 65A. Failure of equipment, failure to hear a hail, delay in hailing or the order in which hails are given will not be grounds for redress. This changes RRS 62.1(a).

10.6 Individual and General Recall flags may be displayed by the race committee pin end line boats.

10.7 RRS 30.1, the I flag rule, is modified so that boats subject to 30.1 shall thereafter sail from the course side, across an extension of either end, or around the mid line boat, leaving it to port as if it were the port end of the starting line and to the pre-course side before starting. (See diagram below.)



- 10.8 Rule 30.4 is changed to permit the RC to display sail number and/or bow number. This changes rule 30.4.

11. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the mark (or finishing line) may not yet be in the new position. Any mark to be rounded after rounding the new mark may be relocated without further signaling to maintain the course configuration. This changes RRS 33. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12. THE FINISH

The finishing line will be between staffs displaying orange flags on the race committee boats at each end of the line.

13. PENALTY SYSTEM

- 13.1 The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 of the RRS or RRS 31 while racing. However, when she may have broken a rule of Part 2 of the RRS while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’ This changes rules 44.1 and 44.2.
- 13.2 A boat that has taken a penalty or retired under RRS 44.1 should complete an acknowledgement form at the San Francisco Yacht Club Race Office within the protest time limit, otherwise in a potential hearing the penalty turn may be interpreted as having not been taken.

14. TIME LIMITS

- 14.1 The time limit for the first boat to sail the course and finish is 180 minutes.
- 14.2 If no boat has passed the first windward mark 60 minutes after the starting signal, the race shall be abandoned.
- 14.3 Boats failing to finish within 60 minutes after the first boat sails the course and finishes will be scored DNF. This changes RRS 35, A4.1 and A.5.

15. PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms are available at the Jury Desk, located at the bottom of the stairs to the protest room, which is upstairs in the SFYC Sailing Center. Protests and requests for redress shall be delivered there within 2 hours of the last boat to finish the last race of the day, or the race committee signals ‘no more racing today’. This time will be posted on the official notice board. This changes RRS 61.3 and 62.2.

- 15.2 Notices will be posted on the jury notice board within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held upstairs in the SFYC Sailing Center after racing each day at the time posted on the jury notice board.
- 15.3 Notices of protests by the race committee or the international jury will be posted within the protest time limit on the official notice board to inform boats under RRS 61.1(b).
- 15.4 Prior to a hearing and with the permission of the international jury, a boat that has broken a rule of Part 2 of the RRS and has not complied with the requirements of RRS 31 or 44.1, may accept a 40% place penalty, calculated on the number of boats entered rounded to the nearest whole number (rounding 0.5 upwards), except that she shall not be scored worse than DNF.
- 15.5 For infringements of the rules other than Part 2, the international jury may award a lesser penalty than DSQ.
- 15.6 For the purpose of RRS 64.3(b) the 'authority responsible' is the Class International Governing Committee.
- 15.7 Breaches of SIs 1.6, 17, 18, 21, 22 and 23 will not be grounds for protest by a boat. This changes RRS 60.1(a). Penalties for these breaches may be less than disqualification if the international jury so decides.
- 15.8 Video and photographs taken from any support or coach boat shall not be used as evidence at protest hearings. This changes RRS 63.6.
- 15.9 On the last day of the regatta:
 - (a) a request for reopening a hearing shall be delivered within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
 - (b) a request for reopening a hearing held on the last day shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision on that day;
 - (c) the time limit to request redress based upon an action or omission of the race committee, international jury, or technical committee shall be 30 minutes after the final results are posted. This changes RRS 62 and 66.
- 15.10 Decisions of the international jury will be final as provided in RRS 70.5.

16. SCORING

- 16.1 Six races are required to be completed to constitute a series.
- 16.2 When fewer than seven races have been completed, a boat's series score will be the total of her race scores.
- 16.3 When seven or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score.

17. SAFETY REGULATIONS

- 17.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 17.2 Boats shall not impede the passage of commercial vessels on their way to and from the racing area.

18. REPLACEMENT OF CREW OR EQUIPMENT

- 18.1 Crew substitutions shall not be permitted for the purpose of making the weight limit.
- 18.2 Substitution of crew will not be allowed without prior written approval of the international jury, and such requests shall be submitted to the race committee for verification of eligibility and crew weight of the substitute crew. New crew shall schedule a weigh-in time with the jury secretary.
- 18.3 After measurement until completion of racing, no boat, sail or any item of measured equipment shall leave the venue without being posted on the Official Equipment Sign-out Sheet on the official notice board. It is the sole responsibility of each skipper to ensure proper recording.
- 18.4 After measurement until completion of racing, no sail shall be recut or altered. Repairs to sails pursuant to all applicable rules are permissible only upon written approval of the international jury. All such sails may be subject to re-measurement on completion of repairs.

19. EQUIPMENT AND MEASUREMENT CHECKS

- 19.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions, which may include RRS 43 and Class Rules C.2.2 and C.3.2.
- 19.2 On the water, a boat can be instructed by the race committee or the jury to proceed immediately to a designated area for inspection.
- 19.3 The weights and total combined crew weight of each crew including skipper shall be determined prior to racing and the total combined weight of crew members for each boat will be posted on the official notice board.
- 19.4 Each crew member on each boat shall be reweighed at the Cove House on September 27 between the time of docking and 2000 or on September 28 between 0800-0900 to ensure compliance with Class Rule C.2.2. Crews that fail to reweigh by the designated time or fail to make the weight limit by the designated time shall be scored DNS for all races sailed that day and for all subsequent races until such time as they comply with Class Rule C.2.2. The race committee may approve an extension of time in extenuating circumstances, and such requests are to be submitted in writing to the race committee.
- 19.5 Crews shall be weighed wearing light clothing, the minimum being outerwear shorts and t-shirt.
- 19.6 Weighing scales will be available for competitor use on each race day in the Cove House from 0800 to 1800.

20. OFFICIAL BOATS

Official boats will display yellow flags with black numbers on them.

21. COACH AND SUPPORT BOATS

- 21.1 Coach and support boats must be registered with the organizing authority prior to acting as a coach or support boat and shall be marked with identifying flags issued by the organizing authority. Boats shall display identifying flags at all times while they are acting as a coach or support boat.

- 21.2 All registered coach and support boats will carry on board and operate while on the water a VHF radio capable of transmitting and receiving on VHF USA channel 65A, and agree to assist the RC if directed to do so.
- 21.3 Competitors shall have no communication with, and boats shall not be tied to, coach or support boats from the first Warning Signal (or any other time the organizing authority considers appropriate) of the day until racing has been concluded for the day. Between races, coach and support boats shall not approach, communicate with or transfer provisions or equipment to or from their supported boats unless in a medical or emergency requirement threatening the health of the crew or the flotation of the boat and only with the expressed permission of the international jury or the race committee.
- 21.4 Registered coach and support boats and their personnel shall stay at least 100 meters below the starting line from the time of the Preparatory Signal until five minutes after the start of any race. After this time, coach and support boats may then proceed parallel to the course on the starboard side of the course facing the wind at a distance of at least 100 meters outside areas where boats are racing. Coach and support boats shall not go above the weather marks or the Course 1 finishing line or below the leeward marks or the Course 2 finishing line at any other time while boats are racing.
- 21.5 Any breach of SIs 21.1, 21.2, 21.3 or 21.4 by a coach or support boat may result in a penalty being applied to any or all boats serviced by that coach or support boat. The penalty may be disqualification or some other penalty as determined by the international jury.
- 21.5 Coach and support boats shall, when requested by the race committee, tow or assist boats not associated with them.

22. HAUL-OUT RESTRICTIONS

All boats shall be afloat before 1200 on September 25, and shall not be hauled out during the regatta except with and according to the terms of prior written permission of the jury. The penalty may be DSQ for any subsequent races.

23. PLASTIC POOLS

Plastic pools or their equivalent shall not be used around competing yachts between the close of registration and the end of the regatta.

24. RADIO COMMUNICATION

- 24.1 This supplements but does not change RRS 2 and 41 for the IECA. All boats must carry at least one marine band VHF receiver capable of receiving normal USA and international channels. Boats must use the radio, or verbal communication, to report retirement from racing, and may use the radio to request or provide assistance in an emergency. No other transmissions are permitted by competing boats during each race day from the first Warning Signal of the day until the end of the last race of the day.
- 24.2 The race committee may, but is not required to, use the radio to advise competitors of race information.

- 24.3 The use of mobile/cell phones or any device capable of sending and/or receiving external electronic communication and/or connecting to the internet is prohibited after the first Warning Signal on each race day until the end of the last race of the day, except as provided in SI 24.1, to request or provide assistance in an emergency, or otherwise only with the express permission of the jury or the race committee.

25. PRIZES

- 25.1 The World Championship Perpetual Trophy will be awarded to the overall winner.
- 25.2 Perpetual trophies will also be awarded to the individual race winners of races one through nine, the Masters' Division winner, the Seniors' Division winner, the Grand Masters Division winner, the Bill Munster Sportsmanship Trophy, the Corinthian Cup, the Next Generation Trophy, and the Top Female Helm.
- 25.3 Keeper trophies will be awarded to the first three finishers overall and to the other race winners. Other prizes may be awarded at the discretion of the organizing authority.

26. DISCLAIMER OF LIABILITY

- 26.1 Competitors participate in the regatta entirely at their own risk. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 26.2 Sailing is an activity that carries with it an inherent risk of damage and injury. Competitors participate in this regatta entirely at their own risk and are reminded to pay special attention to RRS 4, Decision to Race. The race organizers include the organizing authority, The San Francisco Yacht Club, race committee, jury, sponsors, volunteers, or any other affiliated organization or official who will not be responsible for damage to any boat or other property or the injury to any competitor, including death, sustained as a result of practice for or participation in this event during shoreside or on-the-water activities. By participating in this event, each competitor agrees to release the race organizers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

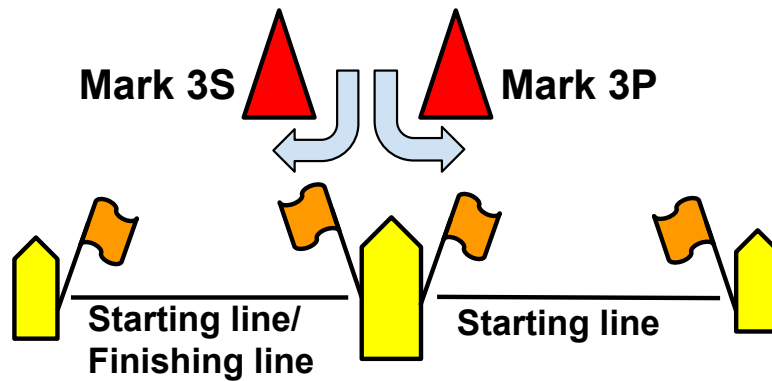
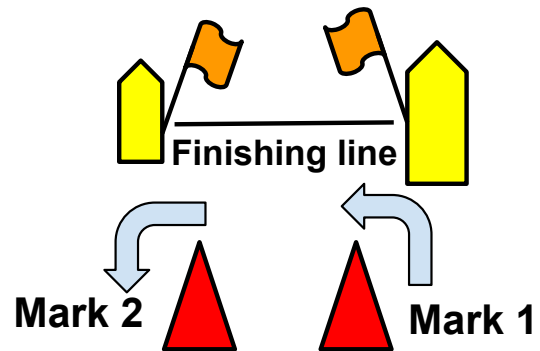
27. INSURANCE

- 27.1 All boats competing are required to carry current Third Party Property Liability insurance on a yacht policy that includes U.S. coverage, with appropriate Third Party Personal Injury Liability insurance of not less than US\$300,000. All insurance coverage shall be maintained during the period of racing.
- 27.2 Evidence of insurance shall be provided at Check-in, as described in NOR 7.1.

28. FURTHER INFORMATION

SFYC Race Office: race@sfyc.org, (415) 789-5647
SFYC Director of Sailing: forrest@sfyc.org
PRO Jeff Zarwell: zarwell@regattapro.com

Appendix A – Courses



Course 1

Start – 1 – 2 – 3S/3P – 1 – 2 – 3S/3P – Finish Upwind

Course 2

Start – 1 – 2 – 3S/3P – 1 – 2 – Finish Downwind