

## 2021 PCISA KEELBOAT CHALLENGE

October 2-3, 2021

Organizing Authority: St Francis Yacht Club

In conjunction with Pacific Coast Interscholastic Sailing Association

### SAILING INSTRUCTIONS

#### 1. NOTICES TO COMPETITORS

- 1.1 Official notices will be posted on the official regatta notice board located at [www.stfyc.com/racing](http://www.stfyc.com/racing) and may be posted on the unofficial notice board located in the hallway adjacent to the Regatta entrance of StFYC.
- 1.2 Race committee communications will take place on VHF channel 69.

#### 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted by 1000 on the day it will take effect, except any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 The Race Committee may give oral changes to the Sailing Instructions to each boat by VHF or loud hailer and may require acknowledgement.

#### 3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed from the flagpole located on the StFYC Race Deck.
- 3.2 When signal flag AP is displayed from the Race Deck, '1 minute' is replaced with 'not less than (30) thirty minutes. This changes rule Race Signal AP.

#### 4. SCHEDULE

	Friday, October 1	Saturday, October 2	Sunday, October 3
Registration / Practice	1330-1800	0830-0930	TBD (see NOR 10.1)
Competitors' Meeting		1000	
Frist Warning		1100	
No Start After		1600	

#### 5. RACING AREA

Races will be conducted on the San Francisco City Front.

#### 6. BOATS AND SAILS

- 6.1 The event will be sailed in J/22 type boats supplied by the OA.
- 6.2 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:

Signal	Sail Combination to be used
No signal	Mainsail, Jib, Spinnaker
Code Flag G	Mainsail, Jib (no spinnaker)

- 6.3 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 VHF radios on the boats when crews swap boats.
- 6.4 Each skipper is responsible for the damage or loss to their boat unless fault is otherwise determined by application of the rules by the Protest Committee.
- 6.5 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.
- 6.6 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. This changes RRS 62.1(a).

#### 7. FORMAT

The OA intends to run a full round of 5 races and rotate boats as designated on the Rotation in Techscore and as stated in Attachment B – Rotations.

#### 8. COURSES & MARKS

- 8.1 The courses and marks are described in Attachment A – Official Description of Marks and Courses.

8.2 No later than the warning signal, a placard designating the course will be displayed.

## **9. AREAS THAT ARE OBSTRUCTIONS**

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

(a) Anita Rock Light located approximately 0.30 NM West of StFYC ("Anita Rock" Q 20ft 5M), and a yellow buoy (or temporary white buoy in its place) "AR" (located approximately 100 yards northwest of the Anita Rock Light).

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

## **10. THE START**

10.1 Races will be started using RRS Appendix U.

10.2 The start line will be between a staff displaying an orange flag on the starting line signal boat and a white inflatable shape.

10.3 A boat that does not start within four (4) minutes of her starting signal shall be scored Did Not Start (DNS). This changes RRS 63.1 and A5.

## **11. [DP] RECALLS**

The race committee may hail the sail number(s) of the boat(s) identified on the course side of the starting line at the starting signal. The failure of a hail, the failure of a boat hearing the hail, or the order of the hails shall not be grounds for redress. These changes are added to RRS 62.1(a).

## **12. CHANGE OF THE NEXT LEG OF THE COURSE**

12.1 To change the next leg of the course, the race committee will move the original mark (or the finishing line) to a new position.

12.2 The race committee may change a leg of the course by up to five (5) degrees in bearing and/or 0.2nm in length without a signal. This changes RRS 33.

## **13. THE FINISH**

The finish line will be between a staff displaying a blue flag on the starting line signal boat and a white inflatable shape.

## **14. TIME LIMIT**

14.1 Boats failing to finish within 15 minutes after the first boat in her class sails the course and finishes will be scored Did Not Finish (DNF) without a hearing. This changes rules 35, A4 and A5.

14.2 The time limit for the first finisher in each fleet shall be 60 minutes from the start time.

## **15. SCORING**

The regatta will be scored in accordance with ISSA Procedural Rules.

## **16. COMMERCIAL TRAFFIC, SAFETY**

16.1 Racing occurs near active shipping channels. The race committee would like to call special attention to the preamble to RRS Part 2.

16.2 A race committee boat may signal a boat that is racing to alter course to avoid impeding the passage of commercial vessels by making a sound signal (horn or whistle) and pointing flag W 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 this 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.

16.3 If a commercial vessel sounds five blasts at a boat which is racing, and/or the vessel or the USCG is subsequently able to identify the offending boat, the boat may be subject to protest. In the event the race committee files the protest, 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.

16.4 A boat may not take a penalty as provided in Appendix V when she may have broken any part of sailing instruction 13. When a protest committee decides that a boat has broken rule 13, herein, the penalty shall be a disqualification that is not excludable.

16.5 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).

## **17. PROTESTS**

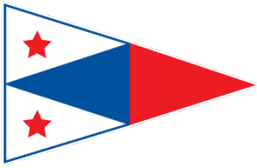
17.1 Protest forms are available at the jury desk located in the hallway adjacent to the side (Regatta) entrance of StFYC. Protest and requests for redress or reopening shall be transmitted to the St Francis Race Office via email within the appropriate time limit. Emailed documents shall be addressed to [racing@stfyc.com](mailto:racing@stfyc.com).

17.2 The protest time limit is sixty (60) minutes after the last boat finishes the final race of the day; except in the case of a complaint by Vessel Traffic or the USCG. This time will be posted. This constitutes the time limit mentioned in the first sentence of RRS 61.3.

- 17.3 In the event of a complaint by Vessel Traffic or the USCG, the protest time limit will be extended up to two (2) days after the conclusion of the regatta. This changes RRS 60.2(a) and RRS 61.3.
- 17.4 Hearings will be conducted via Zoom video conference. Parties and witnesses shall each have a device with a camera capable of connecting to a Zoom video conference. Parties and witnesses are expected to join the Zoom meeting when it commences. Witnesses will be placed in the (virtual) Waiting Room on Zoom until called upon for testimony. The use of headsets is recommended, particularly if joining a hearing from a location where background noise cannot be controlled.
- 17.5 Notices of any other protests by the race committee, technical committee or protest committee will also be posted. This constitutes the notification required by RRS 61.1(b).
- 17.6 It is the sole responsibility of each boat involved to be ready and have witnesses available when the hearing is called.
- 17.7 If the race committee posts a list of boats scored OCS, ZFP, UFP, or BFD on the official notice boat before the protest time limit, a request for redress based on such a posted score shall be made no later than sixty (60) minutes after the protest time limit. This changes the first sentence of RRS 62.2.
- 17.8 On the last scheduled day of racing, a request for redress on a protest committee decision, or a request to reopen a hearing, shall be delivered no later than sixty (60) minutes after the decision was announced, either written or orally. This changes RRS 62.2 and RRS 66.

## **18. PRIZES**

Prizes will be awarded based on participation.



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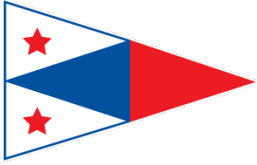
In conjunction with Pacific Coast Interscholastic Sailing Association

### ATTACHMENT A –DESCRIPTION OF MARKS & COURSES

MARK	DESCRIPTION
1	Orange mark set as a Windward Mark
1o	White mark set as an offset
2	Orange mark set as a Leeward Mark

COURSE	ROUNDING ORDER
1	START – 1 – 1o – FINISH
2	START – 1 – 1o – 2 – 1 – 1o – FINISH





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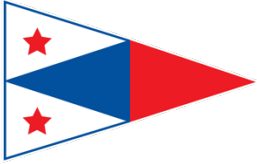
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### ATTACHMENT B – ROTATIONS

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#### Rotations:

School	R1	R2	R3	R4	R5
Mater Dei	1	8	2	6	9
Palos Verdes	2	6	9	1	8
SOTA	6	9	1	8	2
Newport Harbor	8	2	6	9	1
Corona Del Mar	9	1	8	2	6



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### ATTACHMENT C - HANDLING BOATS

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#### 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 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, traveler 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

##### 3.1 The following are permitted.

Taking on board the following equipment:

- |                                                           |                                         |
|-----------------------------------------------------------|-----------------------------------------|
| (a) basic hand tools;                                     | (f) watch, timers and handheld compass; |
| (b) adhesive tape of any color except black;              | (g) shackles and clevis pins;           |
| (c) line (elastic or otherwise of 4 mm diameter or less); | (h) Velcro tape;                        |
| (d) pencils;                                              | (i) Spare flags;                        |
| (e) tell-tale material;                                   |                                         |

##### 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 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**

- 4.1 The following are mandatory:
  - (a) 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.
  - (b) Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches

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.
- 4.2 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.
  - 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
  - 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
  - 4.5 A breach of items 4.2 and 4.3 will be considered as damage.