



The notation [NP] in a rule in the NOR or SIs means it shall not be grounds for protest by a boat. This changes RRS 60.1(a).

The notation [DP] in a rule in the NOR or SIs means that the penalty for a breach of that rule may, at the discretion of the jury, be less than disqualification.

1. CHANGES TO SAILING INSTRUCTIONS

- 1.1. Changes to the sailing instructions will be posted no later than 1000 hours on the day it will take effect, except that changes to the schedule of races will be posted by 1900 hours on the day before it will take effect.
- 1.2. Notwithstanding the above SI, before the warning signal the race committee may make oral changes to the Sailing Instructions as provided in RRS 90.2 (c). The procedure for changes made orally on the water is as follows: The Race Committee will announce over VHF: "Spring Fest Regatta competitors, this is your race committee with an amendment to the Sailing Instructions". After announcing the change, the race committee will attempt to obtain acknowledgement from competitors. Boats may without infringing RRS 41 request repetition of the message.

2. COMMUNICATION WITH COMPETITORS

- 2.1. Notices to competitors will be posted on the official regatta notice board located at [the event website](#).
- 2.2. On the water the race committee intends to communicate on VHF channel 69 for the City Front course and VHF channel 72 for the Treasure Island course.
- 2.3. [DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

3. SIGNALS MADE ASHORE

- 3.1. Signals made ashore will be displayed from the flagpole located at the StFYC race deck.
- 3.2. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'. This changes rule Race Signals AP.

4. SCHEDULE OF RACES

- 4.1. The schedule is as follows (The regatta socials are included in the entry fee for the sailors. Guests are welcome and encouraged to purchase tickets):

Date	Time	Event	Location	Races
Friday, April 05	1100-1900	J/105, J/88, and ORC/PHRF only: Vakaros Atlas2 pickup	Race Office	
Saturday, April 06	0830-0930	J/105, J/88, and ORC/PHRF only: Vakaros Atlas2 pickup	Race Office	
	0930	Competitors' Meeting & Vakaros RaceSense Information Session	Starting Line Room	
	1100	First Warning Signal		3
	<i>after racing</i>	Social & Vakaros data debrief	Starting Line Room	
Sunday, April 07	1030	First Warning Signal		3
	<i>after racing</i>	Social & Awards	Starting Line Room	

- 4.2. On the last scheduled day of racing no warning signal will be made after 1600 hours.

5. CLASS FLAGS

- 5.1. One design classes: Respective class insignia on a white field.
- 5.2. ORC class: Black letter "A" on white field.

6. MARKS

- 6.1. Rounding mark colors and shapes are:

Race Area	Colors and shapes
City Front	red inflatable marks
Treasure Island	yellow inflatable marks

- 6.2. The starting and finishing marks will be race committee vessels with orange or blue flags, or round balls.
- 6.3. If a gate mark is missing and has not been replaced with an object displaying Flag M, the remaining gate mark shall be rounded in a direction consistent with the rounding direction of the windward and offset marks.
- 6.4. If mark 1a is missing and has not been replaced with an object displaying Flag M, mark 1a shall be ignored.

7. COURSES

- 7.1. J/105s, J/88s, and ORC boats will sail on the Treasure Island venue.
- 7.2. Knarrs and Folkboats will sail on the City Front venue.
- 7.3. The diagrams in Addendum 'Course Illustrations' show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
- 7.4. No later than the warning signal, the race committee signal vessel will display the course to be sailed according to the course diagram.

8. [DP] AREAS THAT ARE OBSTRUCTIONS

- 8.1. All classes, except Knarr and Folkboat: [Addendum Areas that are Obstructions a. to l. apply.](#)
- 8.2. Knarr and Folkboat only: See [Addendum Areas that are Obstructions a and e to l apply.](#)

9. THE START

- 9.1. The starting line will be between a staff displaying an orange flag on the signal boat, and an adjacent orange ball or an orange staff on an adjacent race committee boat.
- 9.2. A small inflatable white ball may be in the vicinity of the starting line. This white ball is not part of the starting line.
- 9.3. [DP] Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other divisions.
- 9.4. For boats with Vakaros Atlas2 devices, the first start of the day will be a practice start and will be recalled.
- 9.5. Boats failing to start within four (4) minutes after their starting signal shall be scored DNS, without a hearing. This changes RRS A4 and A5.
- 9.6. The intended starting order for the first race of each day is as follows:
City Front: Knarr, Folkboat
Treasure Island: ORC, J/88, J/105.

10. RECALLS

As a courtesy, the race committee will attempt to hail On Course Side (OCS) boats via VHF. Failure to execute this hail, the order or timing of hails, or the failure to receive a hail shall not relieve a boat of her sole obligation to start properly, nor shall it constitute an improper action or omission of the race committee under RRS 62.1(a).

11. CHANGE OF THE NEXT LEG OF THE COURSE

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

11.2. 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.

12. THE FINISH

The finishing line will be between a staff displaying a blue flag on a race committee boat and an adjacent orange ball.

13. TIME LIMITS

13.1. Time limits and target times in minutes are as follows:

Target Time	Mark 1 Time Limit	Time Limit	Finishing Window
60	30	100	15

13.2. If no boat has rounded Mark 1 before the time specified above, the race will be abandoned.

13.3. The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.

13.4. Failure to meet the time limits is not grounds for redress. This changes RRS 62.1(a).

14. [NP] [DP] SAFETY REGULATIONS

A boat that retires from a race shall notify the race committee at the first reasonable opportunity by completing the electronic Retirement Form at https://www.racingrulesofsailing.org/retirements/new?event_id=8172.

15. PENALTY SYSTEM

RRS Appendix V1 and V2 Alternative Penalties apply.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1. Electronic Hearing Request forms are available at:

https://www.racingrulesofsailing.org/protests/new?event_id=8172

Hearing requests such as protests and requests for redress shall be created and delivered to the race office electronically or via email to racing@stfyc.com. All such requests shall be delivered within the appropriate time limit.

16.2. The protest time limit is one (1) hour after the race committee signal boat, for the respective venue, docks except in the case of a complaint by Vessel Traffic or the USCG. This time will be posted on the online Official notice board.

16.3. 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.

16.4. The protest committee will schedule hearings as soon as possible each day and in the order it determines. The hearing schedule, available electronically at <https://www.racingrulesofsailing.org/schedules/8172/event>, will be posted no later than thirty (30) minutes after the close of the protest time limit. This constitutes the notification required by RRS 63.2.

16.5. At the protest committee's discretion, hearings may be conducted in-person, via Zoom video conference, or a combination of the two. For Zoom hearings, parties and witnesses are expected to join the 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.

16.6. Notices of any other protests by the race committee, technical committee or protest committee will also be posted on the official notice board. This constitutes the notification required by RRS 61.1(b).

16.7. It is the sole responsibility of each boat involved to be ready and have witnesses available when the hearing is called.

16.8. 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 thirty (30) minutes after the decision was announced, either written or orally. This changes RRS 62.2 and RRS 66.

17. SCORING

17.1. One (1) race will constitute a series.

17.2. For the J/105 division: all races will count towards a boat's series score. This changes RRS A2 and the NOR.

17.3. For other divisions: when fewer than five races are completed, a boat's series score shall be the total of her race scores; when five or more races are completed, a boat's series score shall be the total of all races excluding her worst score. This changes RRS A2.

17.4. For the ORC/PHRF class: A boat's corrected time will be calculated using her appropriate ORC TCF depending on the wind strength and course.

18. COMMERCIAL TRAFFIC

18.1. Racing occurs near active shipping channels. Please note the preamble to RRS Part 2.

18.2. 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.

18.3. If a commercial vessel sounds five blasts at a boat that 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.

18.4. A boat cannot exonerate herself when she may have broken this SI. When a protest committee decides that a boat has broken this SI, the penalty shall be disqualification not excludable (DNE).

18.5. The StFYC shall cooperate with and provide relevant information to the Coast Guard or other governmental authorities regarding investigations of boats impeding ship traffic or violating U.S. Inland Navigation Rules (33 CFR 83).

19. FURTHER INFORMATION

Regatta Chair	Jay Dean	jay@gadean.com	650-906-6670
Race Director	Felix Weidling	racedirector@stfyc.com	415-820-3710
Principal Race Officer	John Siegel	john@johnsiegel.com	408-234-0442
Course Race Officer	Hans Opsahl	hans@opsahl.net	415-439-3682
Chief Judge	Paul Zupan	pzupan@gmail.com	415-250-7854
Race Office	Caleigh Thompson	racing@stfyc.com	415-655-7756

ADDENDUM 'Course Illustrations'

Course 1 - W/L with Offset Mark (to port), Leeward Finish	Course 2 - W/L with Offset Mark (to port), Windward Finish	Course 3 - W/L with Offset Mark (to starboard), Leeward Finish	Course 4 - W/L with Offset Mark (to starboard), Windward Finish
Signal	Signal	Signal	Signal
11	22	31	42
12	23	32	43
13	24	33	44
Mark Rounding Order	Mark Rounding Order	Mark Rounding Order	Mark Rounding Order
Start - 1 - 1a - Finish	Start - 1 - 1a - 3s/3p - Finish	Start - 1 - 1a - Finish	Start - 1 - 1a - 3s/3p - Finish
Start - 1 - 1a - 3s/3p - 1 - 1a - Finish	Start - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - Finish	Start - 1 - 1a - 3s/3p - 1 - 1a - Finish	Start - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - Finish
Start - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - 1 - 1a - Finish	Start - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - Finish	Start - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - 1 - 1a - Finish	Start - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - 1 - 1a - 3s/3p - Finish

ADDENDUM 'Racing Areas'



