

SAILING INSTRUCTIONS



INTERNATIONAL MASTERS REGATTA

October 19-21, 2018

Hosted by San Diego Yacht Club

International Masters Regatta * October 19-21, 2018 * SAILING INSTRUCTIONS



1. RULES

1.1. This regatta will be governed by:

1.1.1. The current rules as defined in The Racing Rules of Sailing (RRS) as modified in the Notice of Race and these Sailing Instructions and Attachments (which also apply to any practice sailing).

1.1.2. Boats may not protest for violation of the J-105 Class Rules. This changes rule 60.

1.1.3. The International Masters Cup Deed of Gift as currently adopted and available on the event website.

1.2. All competitors shall comply with USCG Navigational Rule 9, which in part reads, "A ... sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway." Further, USCG Navigational Rule 34, in part reads "...When vessels in sight of one another...is in doubt whether sufficient action is being taken by the other to avoid collision, the vessel in doubt shall immediately indicate such doubt by giving at least five short and rapid blasts on the (horn)."

Any boat participating in the Masters Regatta that is identified in any complaint from the Coast Guard, Harbor Pilot or Commercial vessel captain that has sounded five horns will be presumed to have infringed this instruction.

1.3. *Race Committee (R/C) boats may patrol the race course and hail boats to alter course to avoid commercial traffic or remain clear of protection zones around Naval vessels or Cruise ships berthed nearby. All competitors shall immediately act in compliance with those hails.*

1.4. The penalty for breaking rule 14 when damage or injury results will be at the discretion of the protest committee and may include adding points to a boat's score or exclusion from further races in the event. This changes rule 64.

1.5. In the case of conflict between the Notice of Race and the Sailing Instructions, SIs will take precedence. This changes rule 63.7.

1.6. 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 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.'

2. ELIGIBILITY

Eligible boats and crew must complete the entry and weigh in requirements outlined in the Notice of Race and Amendments.

3. NOTICE TO COMPETITORS

3.1. Notice to competitors will be posted on the Official Regatta Notice Board located on the east side, (facing the water) of the Sailing Center at the San Diego Yacht Club (SDYC) or as described in 6.1 below.

3.2. A competitors meeting will be held at 0900 each morning, on the Sail Wash Lawn located between the Main Clubhouse and the Sailing Center.

4. CHANGES TO THE SAILING INSTRUCTIONS

Any change to these sailing instructions will be posted on the Official Regatta Notice Board not later than 1030 on the day of the first race to which such changes apply. At the same time, Flag L, accompanied by a sound signal, will be displayed.

5. SIGNALS MADE ASHORE

Signals made ashore will be displayed from the SDYC flagpole.

6. SIGNALS MADE AFLOAT

6.1. In accordance with RRS 90.2 (c), oral changes to the Sailing Instructions may be made on the water. A change is in effect when the R/C signal boat displays Flag L over Flag A with one sound signal. This means come within hail of the R/C boat to receive the oral changes to the Sailing Instructions.

6.2. The R/C will monitor VHF Channel 69.

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7. BOW NUMBERS & BOAT ROTATION

- 7.1. Competitors will rotate boats as noted in Rotation Schedule, separate from SIs. Between races, teams are requested to follow procedures outlined in Attachment D, while proceeding directly to the rotation dock when required.
- 7.2. Teams may practice on Thursday, October 18, from 1100 to 1630.

8. SCHEDULE OF RACES

- 8.1. The R/C will attempt no more than four races per day. The R/C reserves the right to have more or fewer races each day to accomplish the races scheduled for this event.
- 8.2. At least three races must be completed to award the International Masters Trophy.
- 8.3. The scheduled time of the Warning Signal for each race day is 1200.
- 8.4. No Warning Signal will be made after 1600 on Friday, October 19 and Saturday, October 20.
- 8.5. No Warning Signal will be made after 1530 on Sunday, October 21.

9. CLASS FLAG

The class flag will be a white flag with blue J/105 Class logo.

10. RACING AREAS

The starting area will be southeast of the Coronado Bridge approximately 1.75 nm bearing 130 degrees magnetic.

11. CHECK IN

Prior to the warning of the first race each day, each boat shall check-in with, and be recognized by, the R/C located on a vessel displaying the Flag L by passing close aboard on starboard tack and hailing her sail number. When a boat has been recognized, the R/C will hail the boat's sail number.

12. THE COURSE

- 12.1. The course will be selected from those identified in Attachment A – W/L Course Chart.
- 12.2. The following signals will be posted athwart-ship from the R/C vessel located at the starboard end of the starting line: The number of the course to be sailed will be a white number posted on a black placard. The distance to Mark 1 will be black numbers posted on a white board located under the Course #. The approximate bearing to Mark 1 will be black numbers posted on a white board located on the railing either side of the signal boat bridge.

13. MARKS

- 13.1. Rounding Marks 1 & 2g (gate) will be red cones. Offset Mark 1a will be an orange ball. Mark F will be an orange tetrahedron. Starting Mark S will be a white cylinder.
- 13.2. In the event Mark 2g is established as a single mark, that mark shall be left to port.
- 13.3. New Marks, when used as described in SI 14, will be orange tetrahedrons.
- 13.4. Mark 1 and 1a are rounding marks and shall be left to port. Mark 2g (gate) shall be left as described in RRS 28.2 (c).

14. THE START

- 14.1. The starting line will be between a staff with an orange flag displayed on the R/C vessel at the starboard end of the start line and the course side of Mark S at the port end.
- 14.2. Boats failing to start within four minutes after their starting signal will be scored DNS without a hearing. This changes rule 63.1, A4 and A5.

15. RECALLS

As a courtesy, the R/C may hail boats OCS by radio on VHF Channel 69 or by loud hail. Failure of equipment, failure

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to hear a hail, delay in hailing or the order in which hails are given will not be grounds for redress. This changes rule 41 and 62.1 a.

16. CHANGE OF COURSE AFTER THE START

To change the next leg of the course, the R/C will lay a "new mark" (or move the finishing line) and remove the "original mark" as soon as practicable. When in a subsequent change a "new mark" is replaced, it will be replaced by an "original mark."

17. THE FINISH

The finish line will be between a staff displaying an orange flag on a R/C vessel and the course side of a Mark as illustrated on the course chart.

18. TIME LIMIT

- 18.1. If no boat has passed Mark 1 on the first leg of the race within 20 minutes of the start, the race will be abandoned.
- 18.2. If no boat has sailed the course and finished within 65 minutes, the race will be abandoned.
- 18.3. Any boat still racing 10 minutes after the first boat sails the course and finishes will be scored 2 points more than the number of finishers in that race. This changes rule 35 and Appendix A.

19. PROTESTS

- 19.1. *RRS 61 is modified to add the additional requirement:* A boat intending to protest shall report her intentions and the boat(s) being protested to the R/C upon finishing or retiring and obtain R/C acknowledgment.
- 19.2. Written protests shall be lodged with a representative of the Protest Committee located at the Dockside Conference room (located downstairs in the Burnham Sailing Center, facing the water) within one (1) hour of the docking time of the R/C finishing boat after the final race of the day. The docking time will be posted on the Official Regatta Notice Board. Protest Forms are available at the Official Regatta Notice Board or the Protest Desk adjacent to the Dockside Conference Room.
- 19.3. Protests will be heard in the approximate order of receipt. The approximate order, date and time of hearings will be posted on the Official Regatta Notice Board identifying protesting and protested boats. It is the responsibility of each boat to check the schedule and attend the hearing in a timely manner with all parties and witnesses in order. The Protest Committee is not responsible for searching for parties or their witnesses.
- 19.4. Breaches of Notice of Race 2.6 (coach boats), Sailing Instructions 1.2, 1.3 (Commercial Traffic/RC Directives), 11 (Check in), 20 (Withdrawal), Attachment C1, C2, C3, C4 and Attachment D (rotation procedure), and will not be grounds for a protest by a competitor. The penalty for breaking any of these instructions may be less than disqualification. This changes RRS 64.1.

20. WITHDRAWAL

A boat intending to withdraw from racing shall attempt to notify any RC vessel, by hail or VHF channel 69, of her withdrawal, and return to the change dock before leaving the race area.

21. BREAKDOWN and TIME FOR REPAIRS

- 21.1. Before the warning signal of a race or within five minutes of changing into a new boat, whichever is later, a boat may hail the regatta bosun boat on VHF channel 69 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 then proceed as soon as possible to a position close to leeward of the R/C boat and remain there, unless otherwise directed, for assistance.
- 21.2. After the attention signal, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 21.1.
- 21.3 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

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22. SCORING

A boat's series score shall be the total of her race scores. No scores shall be excluded. Three completed races shall constitute a series.

23. COMMUNICATION

The R/C will monitor VHF 69 for radio traffic regarding the regatta. Please contact them in the event of an emergency requiring outside assistance or to notify the R/C of a boat's intent to withdraw from racing per SI 20.1.

24. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority, SDYC, IMR/LC Committee members, sponsors, boat owners and others associated with facilitating the conduct of this event 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. Each person racing on board a boat entered in the regatta shall sign a waiver for loss, damage or injury to their person or property in conjunction with the regatta or while on the premises of the San Diego Yacht Club. The San Diego Yacht Club, the J/105 Class Association, J/105 Fleet 8, and their members, volunteers, employees, officers and agents shall not be responsible for any loss, damage or injury that may occur to person(s) or property whether ashore or at sea as a consequence of the participation of any boat.

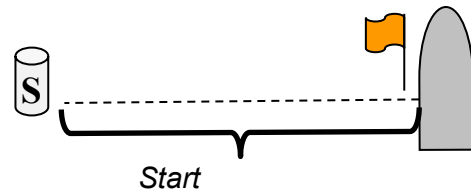
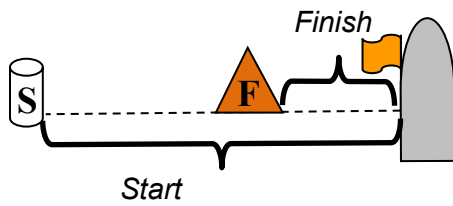
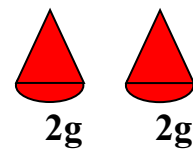
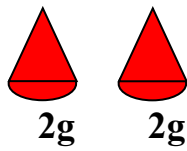
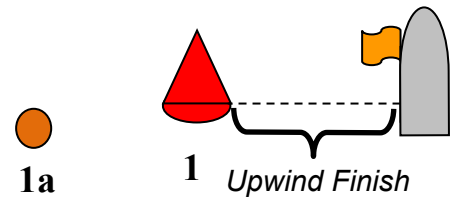
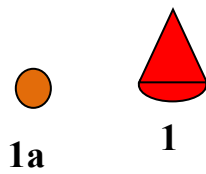
25. CONTACTS FOR OA:

Alli Bell	IMR Chair	allison.catelyn@gmail.com	619-840-2558
Jeff Johnson	Race Management	sailing@sdyc.org	619-758-6310
Jared Wohlgemuth	Race Admin	jared@sdyc.org	619-758-6309
Jon Dekker	Boat Coordinator	jon@dekkermarketing.com	619-838-5066
Susan Graff	Principal Race Officer	smgraff1@gmail.com	858-449-6872



Attachment A – W/L Course Chart

Course	Marks	Course	Marks
4	Start, 1,1a, 2g, 1,1a, Finish	3	Start, 1, 1a, 2g, Upwind Finish
6	Start, 1, 1a, 2g, 1, 1a, 2g, 1, 1a, Finish	5	Start, 1, 1a, 2g, 1, 1a,2g, Upwind Finish





Attachment B – Boat Rotation

Boat	Race #1	Race #2	Race #3	Race #4	Race #5	Race #6
1	Moore	Lacey	Bingham	Andron	Roy	Petersen
2	Rastello	Moore	Petersen	Roy	Du Moulin	Menninger
3	Perry	Rastello	Menninger	Du Moulin	Bingham	Lacey
4	Gould	Perry	Lacey	Bingham	Petersen	Moore
5	Driscoll	Gould	Moore	Petersen	Menninger	Rastello
6	Andron	Driscoll	Rastello	Menninger	Lacey	Perry
7	Roy	Andron	Perry	Lacey	Moore	Gould
8	Du Moulin	Roy	Gould	Moore	Rastello	Driscoll
9	Bingham	Du Moulin	Driscoll	Rastello	Perry	Andron
10	Petersen	Bingham	Andron	Perry	Gould	Roy
11	Menninger	Petersen	Roy	Gould	Driscoll	Du Moulin
12	Lacey	Menninger	Du Moulin	Driscoll	Andron	Bingham
Boat	Race #7	Race #8	Race #9	Race #10	Race #11	Race #12
1	Driscoll	Gould	Menninger	Du Moulin	Perry	Rastello
2	Andron	Driscoll	Lacey	Bingham	Gould	Perry
3	Roy	Andron	Moore	Petersen	Driscoll	Gould
4	Du Moulin	Roy	Rastello	Menninger	Andron	Driscoll
5	Bingham	Du Moulin	Perry	Lacey	Roy	Andron
6	Petersen	Bingham	Gould	Moore	Du Moulin	Roy
7	Menninger	Petersen	Driscoll	Rastello	Bingham	Du Moulin
8	Lacey	Menninger	Andron	Perry	Petersen	Bingham
9	Moore	Lacey	Roy	Gould	Menninger	Petersen
10	Rastello	Moore	Du Moulin	Driscoll	Lacey	Menninger
11	Perry	Rastello	Bingham	Andron	Moore	Lacey
12	Gould	Perry	Petersen	Roy	Rastello	Moore

Boat and Skipper Detail

Bow	Boat Name
1	AirBoss
2	Sweet Jane
3	Viggen
4	Blink
5	Juiced
6	Sun Puffin
7	Sanity
8	Creative
9	Jim
10	J-OK
11	Lucky Duck
12	Zuni Bear

Skipper	Yacht Club
Jon Andron	St Francis YC
Julian Bingham	Mobile YC
Rich du Moulin	Larchmont YC
Chuck Driscoll	San Diego YC
David Gould	Cortez Racing Assoc.
Tad Lacey	San Francisco YC
Bill Menninger	Newport Harbor YC
Ted Moore	New York YC
Dave Perry	Pequot YC
Bill Petersen	California YC
Doug Rastello	Newport Harbor YC
Andy Roy	Royal Canadian YC



Attachment C – Boat Handling Rules, Permitted / Prohibited Actions & Equipment

C1 GENERAL

- 1.1. Code of Conduct: Competitors shall handle the boats and equipment with proper care and seamanship.
- 1.2. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62. Upon observing a violation of the provisions of any of the sections below, the R/C or protest committee may act in accordance with RRS 60.
- 1.3. Competitors shall not adjust or change any standing rigging, settings or mast chocks during the regatta, other than the backstay, which may be adjusted using the hydraulic adjuster provided.
- 1.4. Boats must be sailed using sails, equipment and rigging provided by the Organizing Authority (OA). Except for the spinnaker and name placard, no item of equipment provided to the boats by the OA shall be removed from any boat.
- 1.5. Teams shall inspect their boat prior to each race. Any discrepancies in equipment or condition of the boat must be reported to the R/C in accordance with SI 21 and must be reported on the discrepancy form on board each boat, signed by the skipper. Unreported discrepancies found by the OA at the end of the day will be assessed and if applicable, divided among the teams using the boat on the day the damage or loss occurred.
- 1.6. Any request to alter, in any way, the rigging, layout or equipment on a boat shall be in writing and worded to permit a yes/no answer. Requests shall be submitted to the Regatta Boat Coordinator.
- 1.7. When Flag D is displayed by the R/C before the Warning Signal, spinnakers may not be used on any leg of the course.
- 1.8. Spinnakers will be assigned to each team for the duration of the regatta. Each team will carry its assigned spinnaker and name sail banner from boat to boat during rotations.
- 1.9. Each day, spinnakers and name placards shall be checked-in with the OA in the Jessop Room within 30 minutes of docking.

C2 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) non-permanent marking pens
 - (e) telltale material
 - (f) devices for determining timing and bearing, either analog or digital. Devices and electronic instruments with additional capabilities relating to a boats performance are prohibited.
 - (g) misc. small sailing hardware (shackles, clevis pins, ring-dings, etc.)
 - (h) velcro tape
 - (i) hand held VHF
 - (j) personal PFDs
- 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

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C3 MANDATORY ITEMS

The following are mandatory.

- 3.1 Discrepancies or damage shall be recorded on the Daily Boat Discrepancy/Damage Form located on the top of the boat navigation table during each rotation. If discrepancies or damage occurs prior to the start, during or after the race they should be reported to the regatta bosun on VHF channel 69. In the event damage cannot be attributed to a particular team, the repair cost will be divided amongst all competing teams aboard that day.
- 3.2 At the end of each day:
 - (a) leave the jib rolled on the head stay with jib sheets attached.
 - (b) roll the main sail, bag and stow below.
 - (c) return your spinnaker and name placards to the Jessop Room.
 - (d) ensure the owners rep has a completed Daily Boat Discrepancy/Damage Form.
 - (e) leave all blocks and running rigging in place.
 - (f) remove all trash.
 - (g) release backstay tension.
 - (h) turn batteries off and put engine key on nav table.

C4 PROHIBITED EQUIPMENT and ACTIONS

Except in an emergency, for personal safety, or in order to prevent damage or injury, or when directed by the OA, otherwise, the following are **prohibited**:

- 4.1 Any additions, omissions or alterations to the boat or sailing equipment supplied, other than allowed by C3.
- 4.2 The use of any of the supplied equipment for a purpose other than that intended or specifically permitted.
- 4.3 The replacement of any equipment without the notification and approval of the R/C or regatta bosun.
- 4.4 Moving supplied equipment (anchors, tools, lifejackets, etc.) from its current stowage position except when being used.
- 4.6 Attaching lines to the fabric of spinnakers.
- 4.7 Marking directly on the hull or deck with permanent ink.
- 4.8 Perforating sails, even to attach tell tales.
- 4.9 Running the engine over 2800 RPM.
- 4.10 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 4.11 Using a winch to adjust the mainsheet, backstay or vang.
- 4.12 Changing the number of mainsheet purchases.
- 4.13 The use of electronic instruments, VHF radio, and any compasses provided on the boat.
- 4.14 The use of the head installed onboard.

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C5 BOAT HANDLING RULES

- 5.1 When taking a penalty that involves a tack, the head of the spinnaker shall be below the main-boom gooseneck from the time the boat passes head to wind until she is on a close-hauled course.
- 5.2 The torso and legs of the helmsman, while steering when racing, must at all times remain aft of the mainsheet traveler.
- 5.3 Hanging on the mast or shrouds, or pushing against the upper lifelines to promote roll tacking or roll gybing or to aid the projection of a crew member outboard is prohibited at all times. For the purpose of RRS 49.2, roll tacking or roll jibing shall not be a "necessary task".
- 5.4 Jibs are to be sheeted to the leeward primary winch only. Cross-sheeting or sheeting the jib to the cabin top winches is prohibited.
- 5.5 Competitors may stabilize the rig while the spinnaker is set by tensioning one or both jib sheets only by hand or via the provided backstay adjuster. Sheets may stay on the winches, but using winch handles to operate winches to tension the jib sheets while stabilizing the rig is prohibited.
- 5.6 When not in the process of setting, flying or taking down the spinnaker, the bowsprit shall be retracted so that the tip of the sprit is aft of the forward most point on the bow. Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the offset mark (1a). The bowsprit shall be fully retracted at the first reasonable opportunity after taking the spinnaker down.



Attachment D – Boat Change Procedures

1. The Rotation Dock will be anchored in the vicinity of the R/C Signal boat.
2. Rotation Dock will be roughly aligned to the relative wind at the beginning of the first race of each day.
3. Odd numbered boats should approach the port side of the floating dock, even numbered boats should approach the starboard side.
4. All boats should move as far forward, to the windward end of the rotation dock, as possible before tying up.
5. Before departing each boat fill out the damage/discrepancy list taped to the top of the navigation table.
6. Proceed to your next boat, with your spinnaker and all personal gear, per Boat Rotation Schedule.