

# THE SAN FRANCISCO YACHT CLUB



98 BEACH ROAD, PO BOX 379, BELVEDERE, CALIFORNIA 94920 - RACE OFFICE 415-789-5647

## 2007 39th INTERNATIONAL KNARR CHAMPIONSHIP

September 1- 8, 2007

### SAILING INSTRUCTIONS

#### Organizing Authority: The San Francisco Bay Knarr Association

#### 1 RULES

- 1.1 The regatta will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS).
- 1.2 The prescriptions of the Deed of Trust of the International Knarr Championship (IKC) will apply.
- 1.3 RRS 40.1 is deleted and replaced with: "Competitors shall wear life-jackets or other adequate personal buoyancy while racing." Note that Flag Y will not be displayed.
- 1.4 RRS A4.1 is changed as per Instructions 14.2 and 18.  
RRS 28.1 is changed as per Instructions 13 and 15.2.  
RRS 35 is changed as per Instruction 18.  
RRS 44 is changed as per Instruction 20.2.  
RRS 44.2 is changed as per Instruction 17.  
RRS 62 is changed as per Instructions 19.6 and 26.1.  
RRS 66 is changed as per Instruction 20.6.

#### 2 ENTRIES

- 2.1 In accordance with the Deed of Trust, the number of entries shall not exceed 25 allocated as follows: USA – 12; Norway – 6; Denmark – 6; plus the defending IKC champion. The basis for selection of crew shall also be in accordance with the Deed of Trust.
- 2.2 Each skipper shall (a) pay an entry fee of \$ 1,200.00 which includes 4 Social Events Tickets; and (b) shall post an insurance deductible deposit of \$500 (“deductible deposit”).

### **3 INSURANCE DEDUCTIBLE DEPOSITS**

- 3.1** Any skipper causing damage to any borrowed boat including loss of its sails and equipment, not as a consequence of a collision, shall forfeit his deposit or such part of it as is required to repair the damage or replace the loss.
- 3.2** In the event of a collision resulting in damage to any borrowed boat(s) including loss of its/their sails and equipment, the skipper determined by the Jury to be solely at fault (“At-Fault Skipper”) in such collision shall (a) forfeit his own deductible deposit and (b) pay the deductible deposits of all other skippers involved in such collision. However, if any such other skippers are determined by the Jury to have broken Rule 14, they shall forfeit their own deductible deposits and the At-Fault skipper shall not be liable therefor. If the cost of repairs to any boat is less than its deductible deposit, a refund will be made for the difference
- 3.3** All of the deductible deposit provisions of this Section 3 shall likewise apply to any incidents occurring on the water while not racing (“Non-Racing Incidents”), except that any findings of fault for Non-Racing Incidents which cause property and/or boat damage including loss of sails and equipment, shall be determined by an Independent Review Committee (Section 21.4)
- 3.4** No skipper will be allowed to take further part in sailing in this regatta, until
- a. all deductible deposits for which he is liable have been paid in full under any of the provisions of this Section 3; and
  - b. a new deductible deposit has been posted.

### **4 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located outside on the SFYC deck.

### **5 DISPLAY OF COUNTRY FLAGS**

Skippers may only display the National flag of the country from which they qualified to enter this regatta. No National flags are to be displayed during races.

### **6 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect, and it will be announced at the daily prize giving.

### **7 SIGNALS MADE ASHORE**

- 7.1** Signals made ashore will be displayed from the main flagpole located adjacent to the clubhouse.
- 7.2** When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 60 minutes’ in race signal AP.

### **8 SCHEDULE OF RACES AND MEETINGS**

- 8.1** Saturday, Sept. 1: 0900 Skippers’ meeting and draw for boats in the SFYC main dining room. Each skipper or an authorized representative must be present.

Thursday, Sept. 6: 0930 Skippers’ meeting in the SFYC main dining room

**8.2 Ten races are scheduled as follows:**

<u>Date</u>	<u>Race</u>	<u>Warning Time</u>	<u>Location</u>
Saturday, Sept. 1	Tune up	1200	Area 1, Olympic Circle
Sunday, Sept. 2	#1 #2	1200 Immediately following Race #1	Area 1, Olympic Circle
Monday, Sept. 3	#3 #4	1200 Immediately following Race #3	Area 1, Olympic Circle
Tuesday, Sept. 4	#5	1200	Area 1, Olympic Circle
Wednesday, Sept. 5	Lay Day	No Racing	
Thursday, Sept. 6	#6 #7	1200 Immediately following Race #6	Area 2, West Bay/City
Friday, Sept. 7	#8 #9	1200 Immediately following Race #8	Area 2, West Bay/City
Saturday, Sept. 8	#10	1200	Area 2, West Bay/City

**9 CLASS FLAG**

The class flag will be the Knarr class insignia consisting of a white circle on a blue background.

**10 RACING AREAS**

Racing will take place either in Area 1 in the vicinity of Olympic Circle or in Area 2 in the West Bay/City Front area, as shown in Instruction 8 above.

**11 THE COURSES**

**11.1 Attachment A** shows the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

**11.2** When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark. If one of the leeward gate marks is missing, boats shall round the one existing leeward mark to port. (Note exception in Attachment A if Green Flag is deployed at the start.)

**11.3** The course to be sailed will be designated by placards displayed from the Race Committee signal boat.

## **12 MARKS**

- 12.1** Marks W, G and O will be red/orange inflatable buoys.
- 12.2** New marks, as provided in Instruction 15.1, will be red/orange inflatable buoys with black bands.

## **13 AREAS THAT ARE OBSTRUCTIONS**

For West Bay/City courses, restricted areas are as follows:

- a. Boats shall not pass between the "H" Beam (located approximately 20 yards west of the St. Francis Yacht Club) and the closest point ashore.
- b. Boats shall not cross between Anita Rock and its buoy, or between Anita Rock and the closest point ashore.
- c. Boats shall not pass between the bell buoy off the west end of Alcatraz Island and the closest point ashore of Alcatraz Island.
- d. Boats shall not pass between the breakwaters,, in the vicinity of Fisherman's Wharf and Aquatic Park, and the closest point ashore.

The above areas are defined as obstructions. A boat may not correct her actions per RRS 28.1 to comply with this sailing instruction. This changes RRS 28.1.

## **14 THE START**

- 14.1** The starting line will be between an orange flag on the Race Committee signal boat and an orange flag on another starting line mark boat.
- 14.2** A boat starting later than 10 minutes after her starting signal will be scored Did Not Start. This changes rule A4.1.

## **15 CHANGE OF THE NEXT LEG OF THE COURSE**

- 15.1** To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and will 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.
- 15.2** Except at a gate, boats shall pass between the Race Committee boat signaling the change of course and the nearby mark, leaving the mark to port and the Race Committee boat to starboard. This changes rule 28.1.

## **16 THE FINISH**

The finish line will be between an orange flag on a Race Committee boat and a finish line mark.

## **17 PENALTY SYSTEMS**

A boat that may have broken a rule of Part 2 while racing may take a penalty by making One Turn including one tack and one gybe that, in all other respects, complies with RRS 44.2. However, if a boat breaks a rule of Part 2 within the two-length zone of any rounding or finish marks, her penalty shall be a Two-Turns Penalty in compliance with Rule 44.2. This changes RRS 44.2.

## **18 TIME LIMIT**

Boats failing to finish within 30 minutes after the first boat sails the course and finishes may be assigned a finish position based on their relative placement on the course, or a DNF. This changes RRS 35 and A4.1.

## **19 BREAKDOWNS**

- 19.1** An effort will be made to have a breakdown (spare) boat in the harbor and at the race area.
- 19.2** The Technical Committee will determine whether the breakdown boat will be utilized to replace a damaged boat prior to its leaving the harbor, in which event the damaged boat's sails will be transferred to the breakdown boat, provided the damaged boat's sails have not been damaged.
- 19.3** Should a breakdown occur after leaving the harbor and prior to the start of a race, it is the obligation of the skipper to notify the Race Committee. The Race Committee will determine whether the breakdown boat will be utilized as a replacement. In the event the breakdown boat is utilized as a replacement, it shall be sailed with all of its own equipment and sails and no equipment or sails shall be transferred from the boat which has broken down. So long as such breakdown boat continues to remain in the draw as a substituted boat, it shall be sailed with its own sails and equipment. Once it has been returned to its original status as a breakdown boat, it will be subject to the provisions of Instruction 19.2 above.
- 19.4** Any breakdown of gear, loss of equipment or damage, whether materially affecting the boat's performance or not, must be reported to the Technical Committee. A member of the Technical Committee will inspect each boat on its return to the harbor and no skipper is permitted to leave his/her boat until such inspection has taken place and he/she has signed a required Declaration. Failing to do so is grounds for protest.
- 19.5** The skipper of a boat that is disabled through an accident or failure of supplied equipment, and through no fault of his own, may request redress. Such skipper must make every effort to finish the race, provided that further damage to the boat will not be incurred. The Jury may take testimony from the Technical Committee to determine fault.
- 19.6** In addition to the requirements found in RRS 62, a boat shall display Code Flag "Q" conspicuously in her rigging at the first reasonable opportunity after the breakdown, and shall keep it displayed until acknowledged by the Race Committee. This changes RRS 62.

## **20 PROTESTS AND REQUESTS FOR REDRESS**

- 20.1** Protest forms will be available at the Regatta Table in the SFYC club house. Protests shall be delivered to the Race Committee representative at the Regatta Table within the protest time limit, which shall be one hour after the Race Committee signal boat returns to the dock. The return times will be posted on the official notice board.
- 20.2** If a collision causing damage occurs, a protest must be lodged. This changes RRS 44.
- 20.3** For protests involving a rule of Part 2 of The Racing Rules of Sailing, an arbitration hearing will be held prior to the protest hearing. (Refer to Instruction 21 below.)
- 20.4** Notices will be posted within 30 minutes after the protest time limit to inform competitors of hearings in which they are parties.

**20.5** Notices of protests by the Race Committee or Jury will be posted to inform boats under RRS 61.1(b).

**20.6** On Saturday, September 8, a request for reopening a hearing shall be delivered

- a. within the protest time limit if the party requesting reopening was informed of the decision on the previous day;
- b. no later than 30 minutes after the party requesting reopening was informed of the decision on that day.

This changes RRS 66.

**20.7** In accordance with the Deed of Trust, the decisions of the Jury will not be subject to appeal.

## **21 ARBITRATION**

**21.1** Parties to a protest involving a rule of Part 2 of the Racing Rules of Sailing shall attend an arbitration hearing per Instruction 20.3 above. At the posted time, one designated representative from each boat will testify before an arbitrator. No witnesses will be allowed.

**21.2** After hearing the testimony of each representative, the arbitrator shall make one of the following decisions:

- a. No rule was broken or the protest is invalid. If the protesting party agrees, the protest is then withdrawn and cannot be reopened or appealed.
- b. At least one rule was broken by one or more of the parties involved. The representative of the offending boat(s) has the option of accepting a penalty equal to 8 points (or fewer, so that an adjusted score will not be greater than the number of starters in that race), or of submitting the matter to the Jury for a full hearing. If the penalty is accepted, the matter is closed and cannot be reopened, appealed, or redressed.
- c. The protest shall be referred to the Jury for a full hearing.

**21.3** If the protest is referred to the Jury, the arbitrator shall not be a member of the Jury hearing the protest, be called as a witness, or be present in the Jury room; nor will he discuss the testimony or his decision with the members of the Jury.

**21.4** An Independent Review Committee consisting of three persons chaired by the IKC Committee Chairman and excluding any persons competing in the regatta, shall have sole and final jurisdiction over the following matters:

- a. Findings of fault with respect to Instruction 3.3 above
- b. Substitution of crew members and/or changes in the crew number as provided for in Instructions 24.2 a & b below.

## **22 SCORING**

**22.1** Ten (10) races are scheduled, of which four (4) races must be completed to constitute a series.

- 22.2**
- a. When four (4) races have been completed, a boat's series score will be the total of her race scores.
  - b. If five through seven (5-7) races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
  - c. If eight (8) through ten (10) races have been completed, a boat's series score will be the total of her race scores excluding her worst two scores.
  - d. In the event of a breakdown, scoring will be in accord with the Deed of Trust.

## **23 PRACTICE SAILING**

Except for the first day Tune-Up Race, there shall be no practice sailing in any of the Knarr Class boats assigned to the regatta. No boats may leave the harbor earlier than 2 hours before the scheduled starting time each day. All boats must return to harbor directly following each day's racing. Violation of this sailing instruction is grounds for disqualification from the regatta.

## **24 CREW LIMITS**

### **24.1**

The crew shall be no fewer than three and no more than four, including the skipper.

### **24.2**

The crew shall be declared to the Race Committee in writing at or prior to the Skippers' Meeting at 0900 Saturday, September 1, 2007. The crew number and members shall be the same in all races except as follows:

- a. A member of the crew may be substituted subsequent to the initial declaration, only provided a written permission is obtained from the Independent Review Committee no later than the day before the race or, in case of medical emergency, as soon as possible.
- b. The crew number may be reduced from four (4) to three (3) including the skipper, only in the event of an emergency and further provided that (i) the skipper has made every reasonable effort to obtain a replacement and (ii) has obtained written permission from the Independent Review Committee prior to the start of that race.

### **24.3**

All skippers are responsible for complying with Section 2.D of the Deed of Trust and for providing any such written detailed explanations as are required.

## **25 BOAT PREPARATION**

### **25.1**

Adjustment of the standing rigging will be reason for disqualification from the championship. The boom vang must not be removed from its place in the center line of the boat.

### **25.2**

The boats must be raced in the condition provided by the owner and the Technical Committee. Sheets, sheeting systems, cleats, barberhauls, battens, tiller extension, etc., must not be changed or modified by the competitors.

### **25.2**

Boat bottoms will be cleaned prior to the regatta. Boat bottoms may not be cleaned during the regatta.

## **26 RADIO COMMUNICATIONS / ELECTRONIC AIDS**

### **26.1**

The Race Committee may use VHF channel 65 to communicate information about course selection, time to start, and the sail numbers of boats that are OCS or have violated RRS 30. Neither failure of the Race Committee to communicate the sail numbers of recalled boats in a timely manner, nor failure of a recalled boat to receive or hear transmitted information, will be grounds for redress. This changes RRS 62.

### **26.2**

Only electronic tactical compasses and VHF radios are permitted. No other electronic navigational or tactical aids are permitted.

## **27 BOAT ASSIGNMENTS**

### **27.1**

The boat assignments, as decided by the drawing, will be posted on the Official Notice Board.

**27.2** Subject to the provisions of Article 3.E of the Deed of Trust, Crews will change boats after each day, except after the tune-up race day. Change of boats shall take place within 1 hour from returning to the harbor after completion of each day's racing, unless the Technical Committee determines otherwise.

**27.3** It is the skipper's responsibility that no alterations violating Instruction 25 above are made to the boat before the boat is handed over to the next skipper.

**28 PRIZES**

Daily prizes for first through third in each race will be awarded on the SFYC deck after each day's racing, except for the Tune-Up Race which will be awarded at the Midweek Party. The International Knarr Trophy will be awarded to the overall winner at the Awards Banquet on Saturday night, September 8. Trophies for overall first through fifth place skippers and first through third place crews will be awarded at the Banquet as well.

**29 DISCLAIMER OF LIABILITY**

Competitors participate in this regatta entirely at their own risk. See RRS 4, Decision to Race. Neither The San Francisco Yacht Club nor the San Francisco Bay Knarr Fleet will accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. All competitors will be required to sign a Waiver and Release as a condition of participating in this regatta.

John Colver – IKC Chairman

Marshall Appleton – SFYC Regatta Chair

Bill Gage – Principal Race Officer  
US SAILING Certified National Race Officer

Tom Roberts, Arbitrator  
US SAILING Certified Senior Judge

Bob Thalman, Jury Chair

SFYC Race Office: Phone 415-789-5647, Fax 415-789-5648, Email [race@sfyc.org](mailto:race@sfyc.org)

