



2026 SF PERPETUAL CHALLENGE

July 11

SAILING INSTRUCTIONS

(NOR Attached at end of SIs)

1 RULES (in addition to NOR Section 1, per NOR 2.7)

- 1.1 When a boat fails to sail the course in accordance with RRS 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 63.1, and A5.
- 1.2 Delete RRS C6.3 and replace with: “A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.”
- 1.3 Add to the end of RRS C8.7 “Umpires and Judges shall apply SI Addendum E when applying penalty points.”

2 CHANGES TO THE SAILING INSTRUCTIONS

- 2.1 When possible, any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the start time or venue of races will be posted by 1900 on the day before it will take effect.
- 2.2 For changes to the sailing instructions made after 0900 hours on a race day, competitors will be notified on the water verbally by the Joint Committee by verbal communication, or loud hailer, or VHF. When possible, notification will also be distributed in writing on the water prior to the Attention Signal of the match in which they will begin to take effect. The changes shall remain in effect for all subsequent matches on that race day.

3 SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed from the flagpole on the SFYC lawn.
- 3.2 When flag “AP” is displayed ashore, the first warning signal will be made not less than 45 minutes after flag AP is lowered. This changes race signal “AP”.

4 CREW LISTS

Crew lists shall be declared prior to the competitors’ briefing.

5 BOATS AND SAILS

- 5.1 The boats have been equalized in performance potential to the extent possible. An alternate boat may be substituted in case of a breakdown.
- 5.2 The sail combination to be used will be signaled from the RC signal boat with or before the warning signal. The signals shall have the following meanings:

No signal	Mainsail, Jib, Spinnaker
Code Flag “T”	Mainsail, Jib (no Spinnaker)
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

- 5.4 Boats shall have their spinnaker poles in upwind sailing position (retracted) except when on the legs between mark W and gate G or the finish line. Poles shall not be extended until the boat's bow passes the extension of an imaginary line passing between the pairs of marks listed above, and shall be retracted before passing that line below either mark of gate G, or promptly after rounding.
- 5.5 All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the sailing instructions or the OA. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.
- 5.6 Attachment C, Handling the Boats, lists how to handle the boats and the equipment on board.
- 5.7 Attachment D, Permitted and Prohibited Actions, lists items and actions that are prohibited, permitted and mandatory.

6 MARKS AND COURSE

- 6.1 Mark W, Gate G: red inflatable conical buoys. Mark W is the windward mark and the gate is a leeward gate. The gate will be set to windward of the starting/finish line.
- 6.2 The course is: Start - W (to starboard) - G - W (to starboard) - Finish

7 THE START

- 7.1 The starting line will be between a staff or halyard displaying an orange flag on the Race Committee Signal Boat and a yellow inflatable conical buoy.
- 7.2 The match number will be displayed on the RC signal boat near the stern.

8 THE FINISH

The finish line will be the same as the starting line described above.

9 CHANGE OF POSITION OF MARKS

The marks of the course may be moved up to 10 degrees without a signal in order to improve course squareness, provided no boat racing is on the leg prior to that mark.

10 TIME LIMITS AND TARGET TIMES

- 10.1 The target time for each race will be 20 minutes. Failure to meet this target time shall not be grounds for redress.
- 10.2 The time limit for each race is 40 minutes.

11 BREAKDOWNS, DELAY OF START

- 11.1 Until 5 minutes before her start, or within 2 minutes of finishing, a boat may display flag "L" 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 proceed as soon as possible to close to leeward of the RC Signal Boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be at the discretion of the Joint Committee, in consultation with the Bosun. Their decision may be to have the team switch into a predetermined spare boat, if available.

12 HAUL-OUT RESTRICTIONS

Boats shall be afloat before 0900 hours on Saturday and shall remain afloat until one hour after the completion of racing. The JC may request a boat to be hauled to inspect for damage and subsequent repairs.

13 DAMAGE AND BREAKDOWNS

- 13.1 When damage occurs or is likely to have occurred, regardless of whether a boat has been

penalized or an umpire has instructed a boat to report to the bosun for damage inspection, that boat shall report to the bosun immediately at the end of the race in which the damage occurred.

- 13.2 Except when RRS 61.4 (b) (2) applies, failure to effect repairs in the time allowed or breakdowns after the warning signal shall not be grounds for a boat to request redress. This changes RRS 61.
- 13.3 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall immediately retire.

14 SPECTATOR BOATS

- 14.1 Spectator boats shall stay at least 100 yards outside of the racing area, defined by the upwind laylines from the starting line and the upwind laylines to the weather mark. Spectator boats shall also stay at least 100 yards away from any boat that is racing.
- 14.2 Spectator boats near the starting area shall be anchored during all starting sequences, and be at least 200 yards away from the starting line.
- 14.3 There shall be no coaching on the water.

---- end of sailing instructions ----

ATTACHMENT C - HANDLING BOATS

Boat Check Out/In and Equipment List

All items on the list are supplied and must be checked and returned, noting any issues or loss. The “Boat Kit” is a blue waterproof duffel and contains:

- VHF radio
- Spare spectra line
- Yankee Flag
- Red flag

There is an orange dry bag in the forward hatch with the following equipment in it. Please do not open or remove anything unless required to do so:

- Laminated boat registration
- Airhorn
- 3 flares
- Throwable PFD

The engine should be thought of as a means to get in and out of the harbor and cove, not relied upon for long-distance transit.

- Upon return leave the boat in a clean and seamanlike manner:
- Ease backstay tension to a soft but not loose (“at rest”) setting.
- Attach the main halyard to the end of the boom to use as a topping lift and adjust along with vang and mainsheet tensions to minimize boom movement.
- Secure all halyards to prevent slapping on mast.
- Remove rudder and tiller and stow in padded bag in cockpit.
- Return all loose Supplied Equipment in the “Boat Kit.”
- Check that docklines and fenders are secure and will keep the boat in position if the wind shifts.
- Remove all trim marks, notes, tape, Velcro tabs etc. and clean off any tape residue.
- Secure the forehatch and aft hatch.
- Main and jib should be rolled and stored following orientation procedures. Spinnaker should be bagged.
- Remove and dispose of all garbage.
- Remove all personal belongings.

Sailing and Operating Rules

The following items and actions are mandatory:

1. Compliance with all USCG regulations, including PFDs.
2. Charterer is required to supply his/her own personal safety equipment for him/herself and for all crew, as well as any other personal sailing equipment needed in light of the existing and predicted weather conditions.

ATTACHMENT D – Permitted and Prohibited Actions

The following items and actions are PERMITTED:

It is permitted to take on board the following equipment:

1. Basic hand tools
2. Adhesive tape or Velcro tape but not duct tape
3. Line (elastic or otherwise, of 4 mm diameter or less)
4. Pencils and non-permanent marking pens
5. Tell-tale material
6. Watch, timers, hand held compass
7. Handheld VHF
8. Soft-shackles, cotter pins/ring dings and clevis pins
9. Self-adhesive sail repair tape/material
10. Cooler, snacks, hydration

And to use these items or actions in the following ways:

1. Attach tell tales
2. Prevent fouling of lines, sails and sheets, or securing the spinnaker halyard
3. Prevent sails being damaged or falling overboard
4. Mark control settings
5. Make minor repairs and permitted adjustments

Except in an emergency, or in order to prevent damage or injury, or when directed by a Race Official it is prohibited to sail or operate the boat in a manner that it is reasonable to predict that significant damage would result.

The following items and actions are NOT PERMITTED:

Rigging and Hardware:

- a. Use of duct tape anywhere on the Boat.
- b. Marking directly on the hull or deck with permanent ink. Use of pencil is permitted. All marks are to be removed by the Charterer prior to Check-in.
- c. Marking of halyards, sheets or other running rigging with ink or any other permanent mark. Tape or thread may be used.
- d. Adjusting the tune of the rig.
- e. Perforating sails to attach tell tales.
- f. Using a mechanical advantage to adjust the tension of the vang, Cunningham or outhaul.
- g. Omitting any headsail hank or mainsheet block.
- h. Running any component of the running rigging in any configuration which varies from the layout shown on the deck layout diagram in the Sailing Manual.
- i. Changing out of the supplied loose hardware (blocks, shackles, hiking stick etc.) for items brought onboard by the Charterer.
- j. Use of metal shackles other than those supplied (and those only for their intended purpose). Use of soft shackles is permitted.
- k. Adjustment of the gap between the top of the rudder pintles and gudgeons.
- l. Removing or adjusting the length of the tiller extension.
- m. Moving the position of the bowsprit limit strap on the foredeck.
- n. Adjusting the tension of the lifelines.
- o. Increasing or decreasing the number of purchases on any of the running rigging assemblies

(except jib sheet, from which a purchase may be removed)

p. Use of the shrouds above the turnbuckle (including any inner shrouds) to facilitate tacking, gybing, or rolling the boat, or to aid the projection of a Crew member outboard.

q. The use of electronic instruments.

Boat and Equipment:

a. Any additions, omissions or alterations to the Boat or Supplied Equipment (except as expressly noted as being allowed in this document).

b. The use of any part of the Boat or Supplied Equipment for a purpose other than that intended.

c. Replacement of a part of the Boat or Supplied Equipment without the prior sanction of the RC.

All replacement parts or equipment are to be supplied by the SFYC and installed by, or at the direction of, the Fleet Manager.

d. Repairs to any part of the Boat or Supplied Equipment. All repairs are to be carried out, or arranged by, the Fleet Manager.

e. Moving Supplied Equipment from its Normal Stowage Position except when being used.

f. Leaving any Supplied Equipment off the Boat for racing – e.g. standard equipment.

SI ADDENDUM E - PENALTIES FOR DAMAGE

RRS C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This Addendum explains how damage will be assessed and gives general guidance on the appropriate penalty. When the PC has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

NOTICE OF RACE

Amendment 1 - Posted 6/8/26 and highlighted in section 11 below

1 ORGANIZING AUTHORITY

The Organizing Authority is The San Francisco Yacht Club in conjunction with the Event Joint Committee (JC). The JC is made up of seven members, three from the challenger, The San Francisco Yacht Club (SFYC), three from the defender, St. Francis Yacht Club (StFYC), and one member appointed by agreement between the two clubs. One JC member may be substituted each day by unanimous consent of the JC. The JC shall serve as the race committee on the signal boat.

2 RULES

- 2.1 The event will be governed by the rules as defined by the Racing Rules of Sailing (RRS) and the Declaration of Trust and Conditions Governing the San Francisco Challenge Trophy (DOT).
- 2.2 RRS Appendix C will apply. All races will be umpired.
- 2.3 This will not be a World Sailing graded event.
- 2.4 The rules for the handling of boats and equipment as provided in the sailing instructions will apply. RS21 class rules will not apply.
- 2.5 Each competitor shall wear a personal flotation device while on the water, except for brief periods while adding or removing clothing. This changes RRS 40 and the preamble to Part 4.
- 2.6 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery. Assisting in recovery of a crew from another boat will not be grounds for redress.
- 2.7 Any additional alterations to the rules or prescriptions will be published in the sailing instructions.
- 2.8 The attention signal for a flight shall not be given if the average wind strength, when measured from the signal boat, is less than seven (7) knots. The JC may elect to change the wind limit by a majority vote.

3 SAILING INSTRUCTIONS

The sailing instructions will be published no later than 1600 on July 10 on the official notice board and on the website www.sfyc.org.

4 COMMUNICATION

- 4.1 The official notice board is located on the west wall of the SFYC clubhouse.
- 4.2 On the water the race committee will communicate with umpires and competitors on VHF radio channel USA 65A.
- 4.3 While racing, except in an emergency or if requested to do so by the race committee, competitors shall not make voice or data transmissions, nor shall they receive voice or data communication unless it is available to all boats.

5 ELIGIBILITY

- 5.1 The San Francisco Yacht Club and St. Francis Yacht Club shall each be represented by teams of 4 sailors who meet the criteria set forth in the DOT.
- 5.2 The maximum combined weight of each team shall be 772 pounds at the time of the weigh-in at 0915 on race day. Each side's JC may waive the weigh-in for their opposing team if desired.

6 BOATS AND SAILS

- 6.1 Each team will be assigned, by random draw by a representative of the challenger, one boat from the SFYC fleet of matched RS21s. The following sails will be provided for each boat: Mainsail, Jib, and Spinnaker. There will be a "no spinnakers" signal flag in heavy wind, as determined by the JC.
- 6.2 Add RRS 62.3: "Variations between provided boats or sails shall not be grounds for redress."

7 CREW (INCLUDING SKIPPER)

- 7.1 Each boat will be crewed by 4 sailors.
- 7.2 Teams shall declare their sailors for the event.

- 7.3 The declared skippers shall helm the boat at all times while racing, except in an emergency.
- 7.4 Registered crew shall sail all races; however, the JC may authorize a substitute, a temporary substitute or other adjustment when a crew can no longer continue to race due to an emergency.

8 DAMAGE AGREEMENT

Each skipper, or the case of a minor, their parent or guardian, shall sign a Damage Liability Agreement prior to helming a boat, which outlines the cost of damage per incident.

9 EVENT FORMAT

Match races will be conducted until one team reaches three (3) points. See DOT 6.

10 SCHEDULE

- 10.1 SFYC will accommodate the StFYC team for practice, dates TBD prior to the event, for practice in the RS21s. The JC will oversee the terms of access.
- 10.2 A mandatory competitors' briefing is scheduled for 0930.
- 10.3 A meeting with the umpires will be immediately following the first competitors' briefing.
- 10.4 The time of the first warning or attention signal each day is scheduled for 1130.
- 10.5 The Prize Giving will be held immediately following racing at SFYC.

11 VENUE

The primary racing venue will be in the vicinity of the northern Berkeley Circle, or as determined by the JC. Other venues on San Francisco Bay may be used depending on conditions, and decided by the JC.

12 COURSES

The course will be windward/leeward with a leeward gate and a downwind finish.

13 PRIZES

The San Francisco Perpetual Challenge Trophy will be awarded to the winning team.

14 MEDIA, IMAGES AND SOUND

By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images, and biographical information relating to the crew and photographs, video footage, and audio recordings taken of the boat and its crew prior to, during, and after the race without compensation.

15 DISCLAIMER

Competitors participate in the event entirely at their own risk and subject to the terms and conditions of the SFYC liability waiver, which each competitor must sign online.

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.