

2026 C420 Pacific Coast Championship

August 29-30

Organizing Authority (OA): The San Francisco YC
in conjunction with the Club 420 Association, Inc.



SAILING INSTRUCTIONS (SIs)

The notation '[NP]' in a rule in the SIs means that instruction is not grounds for protest or a request for redress by a boat. This changes RRS 60.1 and 61.1(a).

1 RULES (in addition to NOR Section 1)

- 1.1 Appendix P applies as modified in SI 14.1 and 14.2
- 1.2 Rule 60.4(a)(2) is changed as follows: "(2) if it alleges a breach of a rule of Part 2 or rule 31 and is from a boat that was not involved in, and did not see, the incident, or"

2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions shall be posted by 0930 hours on the day it will take effect, except that any change in the schedule of races shall be posted by 2000 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors shall be posted on the official notice board (ONB) located on the regatta webpage on Clubspot: <https://theclubspot.com/regatta/OuaSGbP9KD>
- 3.2 The race office is located north of the restrooms in the Sailing Center in the SFYC parking lot.
- 3.3 Race Committee Actions from the Signal vessel regarding starting penalties will be posted on the ONB with the display ashore of Flag X with one sound. *This changes Race Signals, Flag X.* See also SI 17.8.
- 3.4 The Race Committee working channel will be VHF channel USA 65A (1065).
- 3.5 The Safety Team working channel will be VHF channel 68.
- 3.6 Daily Coaches' and Competitors' meetings are scheduled. Refer to the NoR for the times of these meetings.
- 3.7 [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.

4 CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals ashore will be displayed from the signal mast located at the youth picnic area at the top of the north ramp.
- 5.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than sixty (60) minutes" in race signal AP. *This changes RRS Race Signals AP.*
- 5.3 [DP] [NP] Flag D with one sound means 'Boats shall not leave the shore until this signal is made. The warning signal will not be made before the scheduled time or less than sixty (60) minutes after flag D is displayed.'

6 SCHEDULE OF RACES

- | | | | |
|-----|----------|-------------|---|
| 6.1 | Saturday | 08:00-08:45 | Late Check in |
| | | 1000 | Coaches' Meeting (at SFYC Cove House) |
| | | 1015 | Competitors' Meeting (at SFYC Cove House) |
| | | 1200 | First Warning Signal |

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- | | | | |
|-----|--------|-----------------------------|--|
| 6.2 | Sunday | 1000
1200
1530 | Coaches' Meeting (at SFYC Cove House)
First Warning Signal
No initial warning signal for a race to be made after this |
|-----|--------|-----------------------------|--|
- 7 CLASS FLAGS**
The class flag will be a pink flag.
- 8 RACING AREAS**
The racing area will be in the vicinity of the Berkeley Olympic Circle. Refer to **NoR Attachment A** for an aerial view of the racing area.
- 9 THE COURSE**
9.1 The diagram in **Attachment 1** shows the course, the order in which marks are to be rounded, and the side on which each mark is to be left.
9.2 The RC intends to have a gate at the leeward end. If there is no gate, the single leeward mark shall be left to port.
9.3 [DP] Boats shall not sail across the starting line or finishing line in either direction unless they are starting, finishing, correcting an error or taking a penalty while starting or finishing.
- 10 MARKS**
10.1 Marks 1, 2, and gate 3p/3s will be red conical inflatable marks.
10.2 The starting marks will be either two Race Committee vessels displaying orange flags or an RC vessel displaying an orange flag at the starboard end and a yellow inflatable mark at the port end.
10.3 The finishing marks will be an RC vessel displaying a blue flag at the port end and an orange ball mark at the starboard end.
- 11 THE START**
11.1 The starting line is between a staff or halyard displaying an orange flag on the RC signal vessel at the starboard end and the staff displaying an orange flag on the RC starting pin vessel at the port end or the course side of the port-end starting mark as described in SI 10.2.
11.2 To alert boats that a race or sequence of races will begin soon, a series of alert sounds will be made starting one minute prior to the warning.
11.3 In the event of a Postponement or General Recall, the sound signals made at the removal of Flag AP or First Substitute will be 5 short sounds. *This changes Race Signals – AP and First Substitute.*
11.4 A boat that came to the starting area but does not start within four (4) minutes after her starting signal will be scored Did Not Start without a hearing. *This changes RRS A5.*
11.5 The RC signal vessel may have a protection (barging) buoy held in place at the stern of the vessel. Since it is intentionally attached, by definition it is part of the starting mark. RRS 31 applies to the protection buoy and its attachment apparatus.
11.6 After the first race of the day, it is the intention of the RC to start subsequent races as soon as practicable after the last boat finishes the previous race.
- 12 CHANGE OF THE NEXT LEG OF THE COURSE**
The race committee may, without signal, move a mark to change the direction up to 5 degrees or the length up to 5 percent of the previous length, or adjust the angle or width of the leeward gate, provided that no boat is sailing to the mark. *This changes RRS 33.*
- 13 THE FINISH**
The finishing line is between a staff displaying a blue flag on the RC signal vessel at the port end and the staff displaying a blue flag on the RC finish pin vessel at the starboard end or the course side of the starboard-end finishing mark as described in SI 10.3.



14 PENALTY SYSTEM

- 14.1 RRS P2.2 and P2.3 does not apply and RRS P2.1 is changed so that it applies to all penalties.
- 14.2 RRS P2.4 (**Penalties Near the Finishing Line**) is replaced with: "If a boat is penalized under RRS P2.1 in close proximity to the finish line, and it was not reasonably possible to signal them before finishing, the boat may be penalized by assessing a 10% Scoring Penalty as stated in RRS 44.3(c) of the largest division in that race."

15 TIME LIMITS

- 15.1 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window	[NP] Target Time
30 minutes	90 minutes	20 minutes	45 minutes

- 15.2 If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.
- 15.3 The Finishing Window is the time for boats to finish after the first boat sails the course. Boats starting but failing to sail the course 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 finishing place of the last boat that sailed the course within the Finishing Window and was not penalized under RRS 30.3 or 30.4. *This changes RRS 35, A5.1, A5.2 and A10.*

16 HEARING REQUESTS

- 16.1 The protest time limit for all divisions is forty-five (45) minutes after the RC Signal vessel docks at the end of the day. This time will be posted.
- 16.2 Hearings requests for Protests, Redress, and Scoring Inquiries shall be submitted at the Race Office.
- 16.3 The protest desk will be located upstairs in the Cove House, just outside of the Jury room.
- 16.4 Protest notices will be posted no later than thirty (30) minutes after the protest time limit to inform competitors of hearings in which they are parties or named witnesses. Hearings will be held upstairs in the Cove House in the Library.
- 16.5 A list of boats that have been penalized for breaking RRS 42 under Appendix P will be posted.
- 16.6 Boats intending to protest an incident during the race **shall** inform the race committee vessel at the finish line as soon as reasonably possible after finishing or retiring and before any contact with a coach or support person. Failure to do so makes the protest invalid. *This changes RRS 60.4(a)(1).* The Protest Committee may waive this validity requirement if there is good reason to do so.
- 16.7 For races held on the last day of racing, scoring inquiries must be filed within the protest time limit or thirty (30) minutes after the provisional results are posted, whichever is later.
- 16.8 If a scoring inquiry with RC does not resolve a competitor's question, a Request for Redress must be filed in accordance with RRS 61.2.
- 16.9 RRS 61.2 is changed as follows: after 61.2(b)(2), add, "After the race committee posts a list of boats scored OCS, NSC, UFD, or BFD on the official notice board in accordance with SI 3.4, a scoring review based on such a posted score shall be requested no later than the end of the Protest Time Limit or 45 minutes after posting, whichever is later. Written requests for a scoring review hereunder shall state the procedural error the boat believes the race committee may have made."

17 SCORING

- 17.1 One (1) completed race shall constitute a series.
- 17.2 Six (6) total races are scheduled.
- 17.3 In accordance with RRS A2.1, each boat's series score shall be the total of her race scores excluding her worst score after three (3) races have been completed.
- 17.4 Appendix A5.3 shall apply.
- 17.5 "Boats that came to the starting area ..." is defined as the number of boats that came to the starting area. *This changes RRR A5.3.*

18 SAFETY REGULATIONS [DP][NP]

- 18.1 A boat that does not leave shore to come to the racing area shall inform the Race Office as soon as is possible.
- 18.2 RRS 40.1 shall apply at all times while afloat. See NoR 10.3

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- 18.3 Before the start of the first race of the day, and after returning to the racing area from a postponement or retirement, competitors shall sail past the stern of the RC signal vessel on starboard tack and hail their sail number until acknowledged.
- 18.4 A boat that retires from a race shall notify the race committee either before leaving the race course area or, if that is impracticable, immediately after arriving ashore.
- 19 REPLACEMENT OF CREW OR EQUIPMENT [DP][NP]**
- 19.1 Substitution of crew shall not be allowed without prior written approval of the RC. If necessary, approval may be obtained after the fact, but the request must be filed within the protest time limit of that day's racing.
- 19.2 Substitution of damaged or lost equipment shall not be allowed unless authorized by the RC. If necessary, approval may be obtained after the fact, but the request must be filed within the protest time limit of that day's racing.
- 20 EQUIPMENT AND MEASUREMENT CHECKS**
- Refer to Attachment 3 for the Equipment and Measurement check procedure.
- 21 OFFICIAL VESSELS**
- 21.1 Race Committee vessels are yellow and have 'SFYC' on the side.
- 21.2 Judge vessels will fly a black and white striped flag.
- 22 SUPPORT VESSELS [DP][NP]**
- 22.1 Coaches must register prior to the first day of racing with the Organizing Authority. Vessels may be provided a flag and assigned a number. If a flag is not returned the coach will be invoiced \$20 for a lost flag fee.
- 22.2 Coach and Spectator vessels shall carry a working VHF radio and monitor VHF channel USA 65A (1065).
- 22.3 Coach and Spectator vessels shall stay more than seventy (75) yards away from any racing boat and at least fifty (50) yards outside the racing area including the extensions of the start line and laylines, from the time of the preparatory signal for a race until all boats have finished that race, or until the race committee signals a postponement, general recall or abandonment.
- 22.4 Coach and Spectator vessels shall follow the instructions of the race committee, safety, judges, race management boats and the executive director. Support vessels are responsible for helping all boats in distress, not just their own.
- 22.5 No coach vessel or spectator vessel shall tie up to or congregate around any aid to navigation, such as buoys or channel makers.
- 22.6 Coach vessels and spectator vessels may only enter the racing area during a race for safety reasons when rendering assistance to a boat in distress. When entering the racing area for safety reasons, a vessel must notify the Race Committee of her intended action.
- 22.7 All open cockpit support vessels less than 26 feet in length shall be equipped with a functioning engine safety cut-off switch (kill switch) which shall always remain attached to the support person at the helm while the engine is running.
- 23 TRASH DISPOSAL**
- Trash may be placed aboard official or support person vessels.
- 24 AWARDS**
- See NoR 12 for the prizes to be awarded.
- 25 RISK STATEMENT**
- 25.1 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.

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- 25.2 The Organizing Authority, the Club 420 Association, or any official associated with the regatta 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.

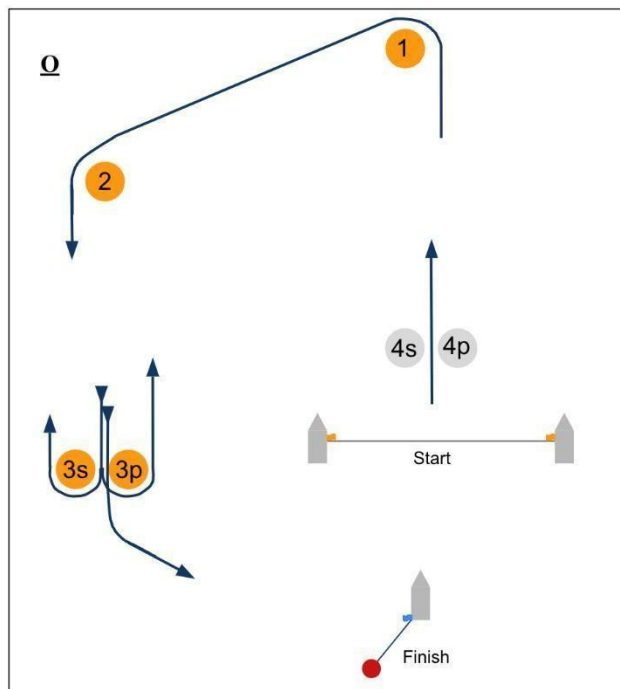
26 MEDIA RIGHTS

By participating in this event, competitors automatically grant the Organizing Authority, the Club 420 Association and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue until their final departure, without compensation.

ATTACHMENT 1
Illustrating the Courses

Trapezoid Race Course
(not to scale)

Mark colors and shapes are representative. See SI Section 10 for mark descriptions.



Course: Outer Trapezoid

Mark Rounding Order

Start - 1 - 2 - 3s/3p - 2 - 3p - Finish

If a gate mark is missing, then the remaining mark shall be left to port.
The starting pin may be either an inflatable buoy or an RC vessel displaying an orange flag.
The finishing pin may be either an inflatable buoy or an RC vessel displaying a blue flag.

ATTACHMENT 3

Class Inspections

1 Class Inspections

- 1.1 While on the water, competitors are subject to inspection by the Club 420 Class Executive Director (ED).
- 1.2 One boat in the top ten of each fleet will be chosen for inspection. The top ten boats shall report immediately after finishing to the inspection boat anchored beyond the finish line and displaying a solid GREEN flag. They shall stay in the vicinity of the inspection boat until checked or released by verbal instruction. Boats in doubt as to whether they finished in the top 10 should report to the inspection boat. The specific finishing positions to be inspected after each race will be chosen in advance of the first start of the regatta by a randomizing formula.
- 1.3 Additionally, the ED has the ability to inspect up to six boats at some point during each day of racing. The specific boats to be inspected shall be chosen in advance of each day of racing by a randomizing formula.

2 COMPONENTS AND PENALTIES

- 2.1 The inspection will check for adherence to Class Rules (CR):
 - C.3.5** For any race or series of races, competitors who are US Citizens or US residents shall wear a US Coast Guard approved Personal Flotation Device (PFD) at all times while afloat. Competitors who are residents of another country shall wear either a US Coast Guard approved PFD or a PFD approved by the country of their citizenship or residence. The PFD shall not be an inflatable type life jacket. The PFD may be removed temporarily so that clothing may be changed, added or removed.
 - C.3.6** – A whistle shall be attached by a lanyard to the PFD. The lanyard shall be long enough to permit the sailor to use the whistle while wearing the PFD.
 - C.4.4** – Each boat shall carry one line designated as a towing line. This line shall be at least 40 ft (12m) long, 3/8 inch (9mm) in diameter, and shall float. The towing line shall be secured to the boat either around the mast or bow shackle. The towing line shall be accessible on the deck within 6 inches of the bow stem at all times, including while capsized. Tape or Velcro may be used to help secure the towing line to the bow deck or stem.
 - C.4.5** – Each boat shall use a line attached from the rudder to the boat that will keep the rudder connected to the boat in the event of a capsize or turtle.
- 2.2 Penalties assessed by the inspection boat are without a hearing and are not subject to redress. *This changes RRS RRS 60.5(c), RRS A5 and 61.1(a).*
- 2.3 The penalty for the first failed inspection of the day of CR C.3.6, C.4.4, or C.4.5 will be 20% for the nearest race in time of the total number of boats in the fleet the boat is competing in. (Ex: 20% of yellow fleet or 20% of silver fleet).
- 2.4 The penalty for any subsequent failed inspections on the same day of CR C.3.6, C.4.4, or C.4.5 will be a DSQ for the nearest race in time.
- 2.5 Penalties for breaches of CR C.3.6, C.4.4, and C.4.5 shall not make a boat's race score greater than the points for a DSQ in that race.
- 2.6 The penalty for a breach of CR C.3.5 will be a DNE for the nearest race in time.