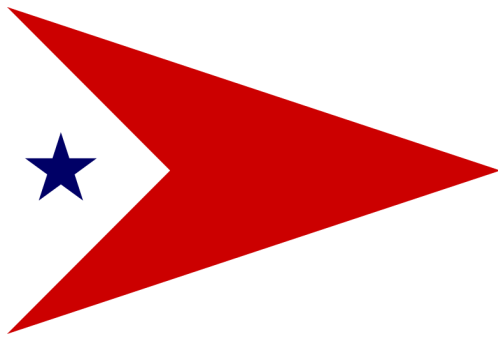




2026 RS21 Sprint Invitational

Organizing Authority: Encinal Yacht Club

August 22nd - 23rd, 2026

Sailing Instructions (SIs)

(NoR attached at end of SIs)

The notation '[NP]' in a rule of the SIs or NoR means that a boat may not protest another boat for breaking that rule nor request redress based on that rule. This changes RRS 60.1 and 61.1.

The notation '[DP]' in a rule means that the penalty for a breach of a rule may, at the discretion of the protest committee, be less than disqualification.

1 CHANGES TO SAILING INSTRUCTIONS

- 1.1 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.
- 1.2 Changes to the sailing instructions may be made on the water. If a change is made the race committee will display the L flag and may also announce the change on the designated VHF channel.

2 COMMUNICATION WITH COMPETITORS

- 2.1 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 1066 (66A).
- 2.2 The race committee may hail on VHF the sail number or other identifying feature of any boat that was on the course side of the starting line at the start signal. The failure of a hail, the failure of a boat to hear a hail, or the order of the hail(s) shall not be grounds for redress. The changes RRS 61.1(a).

3 CODE OF CONDUCT

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

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the yardarm/flagpole on the EYC lawn.
- 4.2 When flag "AP" is displayed ashore, the warning signal will be made not less than 30 minutes after flag AP is lowered. This changes race signal "AP".

5 COURSE

See Addendum A.

6 MARKS

- 6.1 Marks W will be orange inflatable cones, and are collectively a gate.
- 6.2 Marks L will be orange inflatable cones, and are collectively a gate.
- 6.3 The starboard end of the start/finish line will be a race committee vessel.
- 6.4 The port end of the start/finish line will be a yellow inflatable cone.

7 START

- 7.1 The start/finish line will be between a staff displaying an orange flag on the race committee vessel, and the course side of the starting and finishing mark.
- 7.2 Races will be started using Appendix U - Audible-Signal Racing System.
- 7.3 Boats failing to start after two (2) minutes of their starting signal will be scored DNS without a hearing. This changes RRS A5.1 and A5.3.

8 PENALTY SYSTEM

- 8.1 RRS Appendix UF (Umpired Fleet Racing) will be in effect as described in Addendum B.
- 8.2 Teams may be asked to provide a competitor(s) to assist the umpires when off rotation. This will not be considered to be a conflict of interest

9 CHANGING THE NEXT LEG OF THE COURSE:

RRS 33 changed to add: The race committee may change a leg of the course by up to ten (10) degrees in bearing without a signal, provided that no boats are on the leg of the course that ends at that mark.

10 FINISH

The finish line is the same as the start line.

11 TIME LIMITS

The time limit for the first boat to sail the course and finish is 20 minutes. Boats failing to finish within 4 minutes after the first boat sails the course and finishes will be scored DNF without a hearing. This changes rules RRS 35, A5.1, and A5.2.

12 SCORING

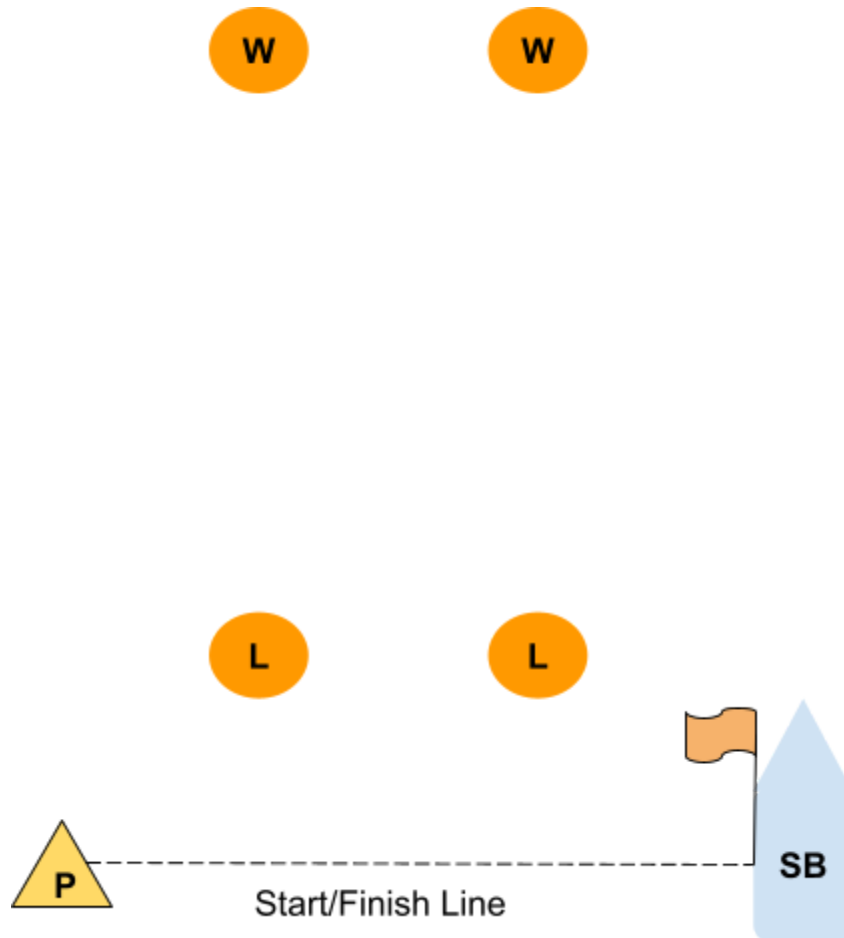
- 12.1 Multiple round robins, with 4 boats racing, are scheduled. If time does not allow for the completion of a round robin all remaining unsailed races of that round will be automatically assigned redress and scored their average points for completed races. Unstarted round robins will not be scored.
- 12.2 If time permits, a final Medal race will be sailed for the top 4 teams. This race will be scored with double points, and will not be excluded from the series score.
- 12.3 All race scores will count towards a boat's series score.

13 [NP/DP] EQUIPMENT

- 13.1 Addendum C – "Handling Boats" will replace the class rules and will apply while racing.
- 13.2 Addendum D – "Permitted and Prohibited Actions" will apply.

SI Addendum A - Course:

Configuration (not to scale)



Marks W and L are each sets of gates. Boats shall pass between the two marks of a gate from the direction of the previous mark and round either mark.

If one of the marks is missing in either gate the remaining mark shall be left to port.

Courses

Course Number	Course
1	Start / W(g) / L(g) / W(g) / Finish

SI Addendum B:

APPENDIX UF

UMPIRED FLEET RACING

Encinal Edition

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3 [Not used]

UF1.4 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for *room* to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.5 Rule 70 is deleted.

UF1.6 [Not used]

UF2 CHANGES TO OTHER RULES

UF2.1 Rule 28.2 is changed to:

28 SAILING THE COURSE

28.2. A boat may correct any errors in *sailing the course*, provided she has not rounded the next mark or crossed the finishing line to *finish*.

UF2.2 [Not used]

UF2.3 [Not used]

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 In this appendix, ‘a penalty’ will mean the following:

A One-Turn Penalty taken in accordance with rule 44.2; or

When imposed by an umpire,

A Two-Turn Penalty or the number of One-Turn Penalties indicated by the umpire.

UF3.2 The first sentence of rule 44.1 is changed to: ‘A boat may take a penalty when, in an incident while *racing*, she may have broken one or more of the *rules* of Part 2

(except rule 14 when she has caused damage or injury), rule 31 or rule 42. However, when she may have broken a rule of Part 2 and rule 31 in the same incident, she need not take the penalty for breaking rule 31’

UF3.3 On the Water Protests by Boats and Penalties

- (a) While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or rule 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a Y flag at the first reasonable opportunity for each. She shall remove the flag before or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision.
- (b) A boat that protests as provided in rule UF3.3(a) is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by voluntarily taking a penalty. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a penalty voluntarily.

UF3.4 Penalties and Protests Initiated by an Umpire

- (a) When a boat
 - (1) breaks rule 31 and does not take a penalty,
 - (2) breaks rule 42,
 - (3) gains an advantage despite taking a penalty,
 - (4) commits a breach of sportsmanship, or
 - (5) fails to comply with rule UF3.6 or to take a penalty when required to do so by an umpire, or
 - (6) fails to comply with rule UF2.1 (rule 28.2) an umpire shall disqualify her under rule UF3.5(c),

an umpire may penalize her without a protest by another boat. The umpire may impose a penalty or more, each signalled in accordance with rule UF3.5(b), or disqualify her under rule UF3.5(c), or report the incident to the protest committee for further action. If a boat is penalized under rule UF3.4(a)(5) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled,
- (b) An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than rule UF3.6 or rule 28 or a rule listed in rule UF3.3(a), may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

UF3.5 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means ‘No penalty.’
- (b) A red flag with one long sound means ‘a penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.

- (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

UF3.6 Imposed Penalties

- (a) A boat penalized under rule UF3.5(b) shall take a penalty.
- (b) A boat disqualified under rule UF3.5(c) shall promptly retire, if she has not already finished.

UF4 RACE COMMITTEE ACTIONS

- UF4.1** At the finishing line, the race committee will inform the competitors about each boat’s finishing place or scoring abbreviation over radio on VHF Channel USA 66A. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

UF5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- UF5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF5.2 [Not used]

-  **UF5.3** A boat intending to
- (a) protest another boat under a rule other than rule UF3.6 or a rule listed in rule UF3.3(a),
 - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
 - (c) request redress
- shall hail the race committee before or during the display of flag B.
- UF5.4** The time limit defined in rule UF5.3 also applies to protests under rule UF5.10 and UF5.11 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.
- UF5.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF5.3.
- UF5.6** The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
Rule 62.1(a) is deleted.
- UF5.7** The first three sentences of rule 64.2 are changed to: ‘When the protest committee decides that a boat that is a *party* to a protest hearing has broken a rule, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.’

UF5.8 Hearings

Except for a hearing under rule 69.2

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a scoring penalty of points or fraction of points or make any other arrangement it decides is fair, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF5.7 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.

UF5.9 The race committee will not protest a boat.

UF5.10 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking rule UF3.6, a rule listed in rule UF3.3(a), or rule 14 unless there is damage or injury.

UF5.11 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 50, or the rules in the equipment regulations of the event, if such exist. In such a case, the technical committee shall protest.

UF5.12 Rule 66.2 is changed to 'A *party* to the hearing under this appendix may not request a reopening.'

SI Addendum C - Handling the 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

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

Check the battery charge level, and know that the maximum run time is one hour. 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.
- Bail and/or sponge the bilges dry.
- 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.
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.

SI Addendum 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 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

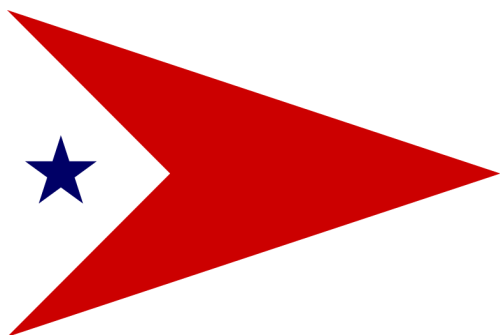
Except in an emergency or in order to prevent damage or injury, or when directed by a Race Official or other Authority such as USCG, otherwise, the following are PROHIBITED:

1. 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. Adjusting the mast shroud (Vs or Ds) turnbuckles.
 - 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, except to tighten to meet class rules.
 - 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 (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a Crew member outboard.
 - q. The use of electronic wind instruments.

2. 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 or as specifically permitted in the RS21 Class Rules.
- 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 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

----- END OF SAILING INSTRUCTIONS -----



2026 RS21 Sprint Invitational

Organizing Authority: Encinal Yacht Club

August 22nd - 23rd, 2026

Notice of Race (NoR)

1 RULES

- 1.1 The event is governed by the rules as defined in The Racing Rules of Sailing.
- 1.2 When the protest committee finds that a boat or team's competitor has broken one or more rules where there was, repeated breach of boat handling requirements, serious damage caused by reckless sailing or poor seamanship, poor sportsmanship, or misconduct as described in RRS 69.1(b), it shall make a report to the OA who may revoke that team's invitation and excuse the team from the remainder of the regatta. The OA may also take this action without such a report after consultation with regatta management.
- 1.3 The RS21 class rules will not apply.
- 1.4 RRS 40.1 shall apply when boats are in the racing area.
- 1.5 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 BOATS

- 2.1 RS21-type boats will be provided. Standing rigging shall not be adjusted, except at the direction of the OA.
- 2.2 Spinnakers will be used, until conditions dictate non-use at the discretion of the race committee.

3 TEAMS

- 3.1 Three or four sailors are required per boat.
- 3.2 Up to 12 teams will be invited to participate.

4 CREW WEIGHT

There is no crew weight limit.

5 ELIGIBILITY AND ENTRY

- 5.1 Participation in the regatta is only by invitation.
- 5.2 Teams may request an invite online, and shall submit the online form below no later than 1000 hours on August 20. <https://forms.gle/9pJ5F7yEcepZ8HVr7>.
- 5.3 Invitations will be sent out within 48 hours of request submissions.
- 5.4 The online registration and entry fees must be received no later than August 20th 2359 hours.

6 FEES

The entry fee is \$400 per team, and includes: charter, racing on Saturday and Sunday, Saturday night social, and Sunday awards presentation social.

7 SAILING INSTRUCTIONS

Sailing instructions will be available at the Participants' Meeting and posted on the online notice board.

8 VENUE

The primary racing venue will be the Oakland/Alameda Estuary in the vicinity of Brooklyn Basin.

9 FORMAT

The planned format is multiple round robins of short 6-boat fleet races amongst all competing teams, including a medal race, or races, at the end for the top qualifying teams. The format and number of races will be described in the sailing instructions and at the Participants' Meeting.

10 SCHEDULE

Saturday	0930 1000 1730	Check-in and Umpire Briefing Participants' Meeting – racing to follow Regatta Social
Sunday	1000	Participants' Meeting – racing to follow* Awards after racing with refreshments
	* The race committee will endeavor to not begin a starting sequence after 1600 on Sunday, but weather conditions and/or the progress of the event may govern the actual conclusion of racing.	

11 COURSES

The course will be described in the sailing instructions, and will be short windward/leeward type.

12 UMPIRING

It is the intention for the regatta to be umpired in accordance with RRS Appendix D, paragraph D2, as modified by the sailing instructions. Teams may be asked to provide a competitor(s) to assist the umpires when off rotation. This will not be considered to be a conflict of interest.

13 PROTESTS

When practicable, protests other than those under RRS Appendix UF3.3, and redress requests will be heard on the water.

14 VHF RADIO

All boats shall carry a marine band VHF radio capable of receiving normal US channels. The OA will supply one VHF per boat, but competitors may provide their own VHF radios for backup. Malfunction or loss of VHF radio shall not be grounds for redress. Teams failing to return supplied VHF will be charged \$250.

15 WAIVER, DAMAGE DEPOSIT, AND RISK STATEMENT

- 15.1 As a condition of entry, each skipper and participating crew member shall submit, prior to racing, an online liability waiver/media release. The link can be found on the event website.
- 15.2 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The Organizing Authority, EYC and any official sponsors 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. Attention is also drawn to RRS 46 and USSER 1.2, Responsibility.
- 15.3 All skippers will be required to sign a \$500 damage agreement prior to the start of racing by signing an online form. The agreement outlines a \$500 per-incident maximum charge, and includes damage to boats or race committee vessels. If a skipper has more than one incident, he or she is then liable for up to \$500 for each individual incident. Skippers should be aware that while the OA representatives will attempt to identify all damage at the post-regatta inspection, often this is not possible due to the nature of the damage. The skipper is responsible for all damage, even if it is discovered only after the post-regatta report is completed and signed. In the event that there is material damage not covered by insurance and no one acknowledges responsibility (e.g., crews are rotated among the boats and no one reports the damage), the cost of repairs will be charged to all the designated skippers on a prorated basis.

----- END OF NOTICE OF RACE -----

16 FURTHER INFORMATION

For further information please contact:

PRO: Aaron Lee, at sailaaron@gmail.com

Chief Judge: Rob Overton, at rob.overton1@gmail.com

Regatta Chair: Brendan McNally, at commodore@encinal.org