

2017 Konocti Cup Sailing Instructions

Racing Rules: The race shall be governed by the rules as defined by the **Racing Rules of Sailing 2017-2020**.

Eligibility: All competitors must register online, or at Race Headquarters either on Friday April 28th or on the morning of the race, Saturday, April 29th. They must declare their intention to sail in either the Full Cup, or Half Cup / White Sails. Any boat without declaration will be scored with a spinnaker rating.

Race Designation: All boats shall display a ribbon on the back stay or aft rail designating their Race Division. A red ribbon signifies the Full Cup, Division A (PHRF 150 and below), a yellow ribbon signifies the Full Cup Division B (PHRF 151 and above), and a blue ribbon signifies the Half Cup (PHRF 211 and above only). The White Sail Division for the Half Cup will specifically exclude spinnakers / asymmetricals, etc . Designated Half Cup White Sails, it is open to vessels governed by the general restrictions in our Konocti Cup NoR and have a rating of 151 or above. Boats sailing this division will fly a white ribbon.

Racing Area: The race area is located in the Eastern portions of Clear Lake.

Schedule and Fleet Flags: The first start will be the Full Cup (Div A & B), designated by the International Code Flag 1, with the 5 minute preparatory at 1055 hours. The Half Cup (Spin/non-Spin.), designated by the International Code Flag 2, will be the second start with the 5 minute preparatory approximately 5 minutes after the Full Cup start. The third start will be the Multihull Class, designated by the International Code Flag 3 with the 5 minute preparatory approximately 5 minutes after the Half Cup start. The race committee will sound a short series of horn blasts approximately one minute before each Start Sequence.

Start: The starting line is located approximately 1 mile East of Konocti Harbor Inn. The start line is between an orange marker on the race committee boat and an orange floating mark. The committee boat shall be left to starboard. The starting line is restricted except for **starting / finishing** the race. Fleets not currently in their starting sequence will keep clear of the starting area. The starting sequence will be as approved by the USSA. The Fleet flag accompanied by a horn will be raised at 5 minutes before the start, the "P" flag with another horn will be raised at 4 minutes before start, the "P" flag with another horn will be lowered 1 minute before the start, and the Fleet flag accompanied by a horn will be lowered at the start. All boats hailed as over early by the race committee must round either end of the starting line to restart. The Round-an-End Rule 30.1, will be in effect-signaled by the "I" Flag. A boat over the line during the minute before the start must sail to the pre-start side of the line around either end before starting. If they fail to do this they will be scored OCS.

Course Buoys: The course buoys are orange inflatable buoys and are positioned as shown on the Course Map. The buoys are to be rounded in sequential order and in the direction as defined on the Course Map.

Windmill Island: Windmill Island, located in the islands section of the course and recognizable by its American Flag on the tower must be always be left to the east. Passages between Windmill Island and Windflower Point peninsula are restricted.

Finish: The finish line is located **approximately** 1 mile East of Konocti Harbor Inn. **The finish line for each Fleet is between an orange flag on the race committee boat and an orange buoy to the south of the committee boat.** The finish line shall be crossed from the direction of the last mark. After finishing the finish line is restricted.

Shorten Course: In the event that it is necessary to shorten the course a patrol boat will be stationed at the last mark to be sailed and all boats will be notified of the shortened course and will proceed to the finish from that mark. The mark shall be rounded in the direction as designated on the Course Map.

Communication: The race committee shall monitor and communicate over **VHF Channel 68**. It is mandatory that all boats have a working VHF radio, either permanently installed or portable. All boats shall check in with the race committee by radio prior to their start.

Scoring & Awards: The race will be scored on a time on time basis as approved by the USSA. Handicapping is based based on Northern California PHRF. http://www.yra.org/PHRF/docs/current_phrf_certs_type.pdf. Awards are for the following categories:

Half Cup (declared spinnaker) - 1-3 place
Half Cup (declared spinnaker) - First To Finish
Half Cup (declared no spinnaker) - White Sails 1st only

Full Cup - Div A (≤ 150 ncphrf) 1-3 place
Full Cup - Div B (≥ 151 ncphrf) 1-3 place
Full Cup - Multihull 1st place only
Full Cup - 168 Class 1st place only
Full Cup - First to Finish Downunder Boatworks Perpetual Cup Div A or B
Konocti Bay Trophy Multihull

PFDs: All competitors shall wear personal flotation devices during the race.

Protest: Protests and Requests for Redress: follow RRS 60 – RRS 62.2. A protesting yacht shall hail ‘protest’ and conspicuously display a red flag at the first reasonable opportunity (RRS 61.1a). Also boats intending to protest will, after finishing, notify the Race Committee before leaving the start/finish area. The notification shall include the sail number or yacht name of the protested boat. After receiving this notification the Race Committee will announce over Channel 68 that a protest is pending and that a meeting will occur. The protesting yacht must fill out a protest form and deliver it to the attending race officer no later than one hour after the last finish of that day. The Protest hearing will begin 30 minutes after the form is submitted provided all parties are in attendance.

Protest Forms are available online at <http://www.ussailing.org/racemgt/documents/ussapf.pdf>, please print copies and have them on your boat.

In lieu of holding a protest hearing, the boat protested may acknowledge the foul by taking the penalty prescribed in Section 14.

Before holding a protest hearing, the protesting skipper and protested skipper will attempt to choose an arbitrator to hear the protest. If they can agree on an arbitrator, the arbitrator's decision shall be final and the parties agree to accept the arbitrator's findings and penalties(s) if any.

If the parties to the protest are unable or unwilling to choose an arbitrator, the protesting boat may file the protest to be heard as described in Section 15. The protesting skipper shall accompany the protest with a \$35 filing fee that will be donated to KBSC should the protesting skipper lose the protest.