

The "Herb Meyer Cup" Regatta
South Beach Harbor
Pier 40 On the Embarcadero, San Francisco CA 94107
September 24 & 25, 2016
herbmeyerregatta@baads.org

Organizing Authority: Bay Area Association of Disabled Sailors ("BAADS")

1 RULES

The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.

RRS 40 is changed: All competitors are required to wear a life jacket or other adequate personal floatation device while racing except for short times to change or adjust clothing; the Y flag will not be displayed.

No outside, e.g. GPS, assistance is allowed while racing.

No oars or outside poles may be used to hold the boom or the jyb in any fashion while racing

In the spirit of the Hansa Class rules, competitors rear ends must remain in the vessel's seat.

Boat assignments shall be made by random lottery at Registration. In select cases at the Organizing Authority's discretion, boats will be pre-assigned and set-up before Registration.

2 ENTRIES

Competitors may enter by delivering a completed entry form as required by the Notice of Race.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in South Beach Harbor Community Room.

4 SCHEDULE

There will be a mandatory skippers meeting for all competitors at 1000.

The warning signal for the first race each day will be at 1300. The starting order for the first race each day shall be: 303 followed by the Liberty Boats.

Subsequent races each day will be started as soon as possible after the end of the previous race. The class starting will be announced by hail and may be in any order.

5 RACING AREA

The racing area will be the waters east of South Beach Harbor

6 COURSES and MARKS

The course will be designated by hail prior to the Warning Signal for each race. The attached diagram shows the courses, course designations, the marks in order and the rounding direction of each mark. All marks shall be temporary inflatable's.

7 STARTING AND FINISHING LINES & STARTING SYSTEM

The starting line will be between a temporary mark to North of the signal boat and a staff displaying an orange flag on the signal boat.

The finishing line will be between a temporary mark to South of the signal boat and a staff displaying a blue flag on the signal boat.

A mark may be set between the Signal boat and the finishing mark. This mark must be left to port

The Sound Signal Starting System in Appendix S of the Racing Rules will be used.

8 TIME LIMITS

A boat that starts later than 3 minutes after her class's starting signal shall be scored DNF. This changes RRS A5.

The time limit for each race will be 40 minutes for the first boat to finish.

Boats that have not finished within 5 minutes after the first boat in class finishes shall be scored in the place they are in at that time.

9 PENALTIES & PROTESTS

The provisions of Appendix T, Sections A & C, ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION, of the RRS shall apply.

10 SCORING

Six races are scheduled. One race constitutes a series.

11 CHECK IN and OUT

Each day competitors shall check in with the Signal Boat prior to their warning class's signal. They shall hail their name and sail number and make sure to get a positive response from the Race Committee. Boats that retire shall check out by informing a RC or Safety Boat if at all possible. If not possible they shall do so at the dock with the dock crew.

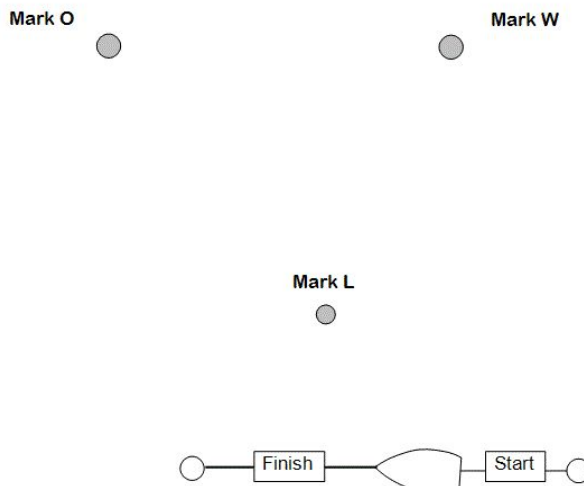
Herb Meyers Regatta Courses

Course 1 Start, W, O, Finish

Course 2 Start, W, O, L, W, O, Finish

Course 3 Start, W, O, L, W, O, L, W, O, Finish

All rounding marks shall be left to port. W, O and L are rounding marks.



APPENDIX T – ALTERNATIVE PROCEDURES FOR DISPUTE RESOLUTION

This appendix is a US Sailing prescription. One or more sections of this appendix apply only if the sailing instructions so state. The rules in this appendix are intended to improve compliance with the Basic Principle, Sportsmanship and the Rules, and may be used for fleets of boats in major or minor events.

SECTION A - PENALTIES WHILE RACING

If Section A applies, rule T1 shall be included in the sailing instructions.

T1 PENALTIES AT THE TIME OF THE INCIDENT

The first two sentences of rule 44.1 are changed to: ‘A boat may take a One-Turn Penalty when she may have broken a rule of Part 2 or rule 31 while racing. However, when she may have broken a rule of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two-Turns Penalty.’

SECTION B - POST-RACE PENALTIES

Does not apply.

SECTION C - EXPEDITED HEARINGS

T3 INFORMING THE RACE COMMITTEE

A boat intending to protest or request redress based on an incident in the racing area that she is involved in or sees shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, the identity of the protestee.

T4 CHANGES IN HEARING PROCEDURES

This rule applies to all hearings except hearings under rule 69.

T4.1 If the protest committee is able to assemble the parties to a hearing before the protest or redress time limit, it may begin the hearing and may waive the requirements of rule 61.2 or 62.2.

T4.2 Rule 63.5 is changed to: ‘At the beginning of the hearing, if there is no objection, the protest or request is valid and the hearing shall be continued. If an objection is made, the protest committee shall take any evidence . . . [no further change].’

T4.3 Insert a new sentence after the third sentence of rule 63.6: ‘However, the committee may limit the number of witnesses and the time during which parties may present evidence and ask questions.’

T4.4 The first sentence of rule 65.2 is changed to: ‘A party to the hearing is entitled to receive the above information in writing, provided she asks the protest committee for it no later than thirty minutes after being informed of the decision or coming ashore following the last race of the day, whichever is later.’

T4.5 The US Sailing prescriptions to rules 60, 63.2 and 63.4 are deleted.

T4.6 The third sentence of rule 66 is changed to: ‘A party to the hearing may not ask for a reopening.’

SECTION D – ARBITRATION

Does not apply.

APPENDIX S – SOUND-SIGNAL STARTING SYSTEM

This appendix is a US Sailing prescription.

US Sailing prescribes that, when the sailing instructions so indicate, the Sound-Signal Starting System described below shall be used. This system is recommended primarily for small-boat racing and makes it unnecessary for competitors to use stopwatches. Supplemental visual course and recall signals are also recommended when practicable.

S1 Course and postponement signals may be made orally.

S2 Audible signals shall govern, even when supplemental visual signals are also used.

S3 The starting sequence shall consist of the following sound signals made at the indicated times:

Signal Sound Time before start

Warning 3 long 3 minutes

Preparatory 2 long 2 minutes

1 long, 3 short 1 minute, 30 seconds
1 long 1 minute
3 short 30 seconds
2 short 20 seconds
1 short 10 seconds
1 short 5 seconds
1 short 4 seconds
1 short 3 seconds
1 short 2 seconds
1 short 1 second
Starting 1 long 0

S4 Signals shall be timed from their commencement.

S5 A series of short signals may be made before the sequence begins in order to attract attention.

S6 Individual recalls shall be signaled by the hail of the sail number (or some other clearly distinguishing feature) of each recalled boat. Flag X need not be displayed.

S7 Failure of a competitor to hear an adequate course, postponement, starting sequence or recall signal shall not be grounds for redress.