

# SANTA MARIA CUP

Wednesday-Saturday, 03-06 June 2026



## SAILING INSTRUCTIONS

### 1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 Abbreviations and Penalties for breaking a rule of these SIs are:
  - [NP] A boat may not protest another boat for breaking that rule nor request redress based on that rule. This changes RRS 60.1, 61.1, and C6.2.
  - [UMP] A breach of this SI is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
  - [DMG] When marked, breaking this rule will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 1.3 SI Addendum B contains the rules for handling of boats and the equipment.
- 1.4 When the umpires proceed under RRS C8.7, they will be guided by SI Addendum C.
- 1.5 The following RRS are changed as follows:
  - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
  - (b) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
  - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the NoR and/or SIs will be posted no later than sixty (60) minutes before the first scheduled warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Code Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the racecourse.
- 2.3 Changes to the SIs may be made on the water. These will be signaled by the display of flag 3<sup>rd</sup> Substitute with three (3) sound signals from the Race Committee Vessel (RCV). The changes will be communicated by the RC on VHF radio. Alternatively, an umpire may communicate these changes either verbally or in writing.

### 3 COMMUNICATIONS WITH COMPETITORS

On the water, the RC intends to monitor and communicate with boats on **VHF radio channel 73**.  
**Boats should monitor this channel at all times while on the water.**

### 4 BOATS AND SAILS

- 4.1 Boats will be identified by the number on the bow.
- 4.2 The mainsails may display numbers and/or skipper's names as provided by the OA.
- 4.3 The sail combination to be used will be signaled from the RC signal vessel prior to the attention signal. The signals will have the following meanings:

<b>Signal</b>	<b>Sail Combination To Be Used</b>
No Signal	Main, Jib, Spinnaker
Flag Z	Main, Jib, <b>NO</b> Spinnaker



# SANTA MARIA CUP SAILING INSTRUCTIONS



## 5 FLIGHTS AND MATCHES

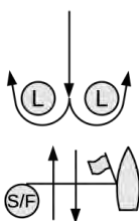
- 5.1 The event format is detailed in NoR 10. The match pairing lists will be distributed at the first morning briefing.
- 5.2 The next flight number will be displayed on the RCV.
- 5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise competitors of any such change verbally or by VHF radio.
- 5.4 Should SI 5.3 not be applied and a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. The numerical pennant of the match not starting will be displayed from the time of the warning signal to the starting signal for the blank start. The RC will advise competitors of any such change by VHF radio.

## 6 COURSES

- 6.1 Configuration (not to scale)



Mark W shall be rounded to starboard.



In the event one gate mark L is missing, the remaining mark L shall be rounded to starboard.

- 6.2 Course signals will be displayed from the RCV at the warning signal. The possible courses are:

<b>Signal</b>	<b>Course To Be Sailed</b>
No Signal	(2 laps) Start – W – L – W – Finish
Flag S	(1 lap) Start – W – Finish
Flag T	(3 laps) Start – W – L – W – L – W – Finish

## 7 MARKS / STARTING AND FINISHING LINE

- 7.1 Mark W will be a yellow inflatable mark. Replacement Mark W, as provided in SI 8, will be a pink or green inflatable mark.
- 7.2 Marks L will be red inflatable marks or orange MarkSetBots.
- 7.3 The Starting/Finishing mark will be a green inflatable mark or a green MarkSetBot.
- 7.4 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of a green inflatable mark at the port end.

## 8 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the RC will signal the color of what mark is now ending the next leg. RRS 33 and Race Signals are changed as follows:

- a. Flag C with a colored flag means: “The windward mark has been moved. Sail to a mark the same color as the flag or board.”
- b. When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- c. One (1) mark of the leeward gate or the finishing line may be moved without signal while boats are on the first half of the leg. This changes RRS 33.
- d. When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.



# SANTA MARIA CUP SAILING INSTRUCTIONS



- e. When a change of course is signaled after the first leg it will be displayed from a vessel in the vicinity of mark L.

## 9 OBSTRUCTIONS

- 9.1 See SI Addendum D.
- 9.2 [NP] [UMP] A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

## 10 BREAKDOWN AND TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight or within two (2) minutes of finishing or within five (5) minutes of changing into a new boat, whichever is later, a boat may display a green flag 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 a position just to leeward of the RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 61.4(b)(2) or (3) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 61.

## 11 TIME LIMIT

A boat that does not *finish* within five (5) minutes after her opponent has *sailed the course* will be scored zero (0) points. This changes RRS 35.

## 12 RISK STATEMENT

See NoR 14.





# ADDENDUM A

## LIST OF ELIGIBLE SKIPPERS & PAIRING LISTS

### A1 SKIPPERS LIST

The skippers list will be distributed at the initial competitors meeting.

### A2 PAIRING LIST

The pairing list will be distributed at the initial competitors meeting.



# ADDENDUM B

## HANDLING OF BOATS

### B1 GENERAL

- B1.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the jury.
- B1.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- B1.3 [NP] Other restrictions or instructions may be given to the boats by the race committee via VHF radio or verbally by an umpire. Flag 3rd substitute is not required.
- B1.4 [DMG] The crew sailing the boat shall report any loss of provided equipment, damage, or other problem with the boat to the race committee as soon as practicable after finishing, and to bosun during on-water boat swaps or ashore after the last race for the boat each day.

### B2 SUPPLIED EQUIPMENT

- B2.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except as permitted in this addendum.
- B2.2 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.1(a).
- B2.3 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing.

(a) SAILS and SAILING EQUIPMENT

- |   |                                    |
|---|------------------------------------|
| • One (1) mainsail and set of battens   | • One (1) spinnaker                |
| • One (1) main sheet                    | • Two (2) spinnaker sheets         |
| • One (1) headsail and headsail battens | • One (1) backstay adjustment line |
| • Two (2) headsail sheets               | • One (1) tiller extension         |
| • Two (2) jib cars                      | • One (1) winch handle             |
| • One (1) spinnaker pole                |                                    |

(b) OTHER EQUIPMENT

- |                                       |                                       |
|---------------------------------------|---------------------------------------|
| • Four (4) orange lifejackets in bag  | • Sail bags and covers                |
| • One (1) bucket and lanyard          | • Companionway hatch & door           |
| • One (1) throwable floatation device | • Dock lines and fenders <sup>#</sup> |
- <sup>#</sup> *If the boat has an assigned slip in the EYC Marina, dock lines shall be left ashore.*

(c) FLAGS

- |  |                                     |
|--|-------------------------------------|
| • One (1) green flag (on port shroud)    | • One (1) blue flag (on backstay)   |
| • One (1) red flag (on starboard shroud) | • One (1) yellow flag (on backstay) |

### B3 MANDATORY ACTIONS

- B3.1 [NP] Boats shall obey speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- B3.2 [DMG] At the end of each sailing day, competitors shall:
- roll (or fold), bag, and stow all sails
  - leave the boat in the same state of cleanliness as when first boarded that day
  - release backstay tension
  - remove all tape and trash, cover with companionway hatch and door



## SANTA MARIA CUP SAILING INSTRUCTIONS



### **B4 PROHIBITED ACTIONS**

- B4.1 An action listed in B4 is prohibited unless it is a permitted action listed in B5.
- B4.2 Any additions, omissions or alterations to the equipment supplied.
- B4.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- B4.4 The replacement or removal of any equipment without the permission of the race committee.
- B4.5 Sailing the boat in a manner that it is reasonable to predict that damage would result.
- B4.6 Moving equipment from its normal stowage position except when being used.
- B4.7 Boarding a boat without prior permission.
- B4.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the race committee, or, on race days, while flag AP is displayed ashore.
- B4.9 Hauling out a boat.
- B4.10 Heeling a boat using the mast or shrouds to clean the hull.
- B4.11 The use of electronic or navigation equipment.
- B4.12 [UMP] Using the spinnaker pole to wing out the foresail.
- B4.13 Adjusting or altering the tension of standing rigging, other than the rope line to adjust the backstay.
- B4.14 Changing the number of purchases of running rigging.
- B4.15 [DMG] Use of duct or gaffing tape. Use of rigging tape or plastic tape is permitted provided it does not leave a residue.
- B4.16 [DMG] Marking directly on the hull, deck, sails, or lines. Rigging or plastic tape may be used to mark control lines or the deck. Marking pens may be used on tape.
- B4.17 [DMG] Attaching lines to the fabric of spinnakers.
- B4.18 [DMG] Perforating sails or modifying the sails in any way.
- B4.19 [UMP] Using a winch to adjust the mainsheet, backstay, or vang.
- B4.20 [UMP] Roll tacking and gybing - Crew shall not use the mast, or shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

### **B5 PERMITTED ACTIONS**

- B5.1 An action listed in B5 is permitted, even if it conflicts with a prohibited action listed in B4.
- B5.2 The following equipment may be brought aboard by competitors:
  - (a) basic hand tools
  - (b) rigging or plastic tape (but not duct or gaffing tape)
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell-tale material (not to be put on sails)
  - (f) handheld compasses, watches, timers, and small personal video devices such as GoPro
  - (g) halyard clips, shackles, and clevis pins
  - (h) velcro tape
  - (i) spare flags
  - (j) VHF radio
  - (k) mobile phone(s)
- B5.3 Competitors may use the equipment in B5.2 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales (but not to sails)
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings with tape or by marking on tape only
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per SI or RRS
  - (g) maintain or enhance personal safety
- B5.4 Communication via VHF with RC, umpires, or OA.
- B5.5 Mobile phones may be used for personal use while not racing.
- B5.6 Changing the number of mainsheet purchases
- B5.7 Changing the number of foresail sheet purchases between 1:1 and 2:1.
- B5.8 Cross winching foresail sheets.



# ADDENDUM C

## DAMAGE PENALTIES

RRS C6.6 and C8.7 permit the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty.

Level	Impact and Repair Effort (meets any one or more of the items listed)
<b>A</b> Minor Damage	<ol style="list-style-type: none"> <li>1. May minimally affect the value, general appearance or normal operation of the boat(s).</li> <li>2. Boat(s) may race without repair although some minor work may be required after the event.</li> <li>3. Repairs should not normally require more than two (2) hours of work.</li> </ol>
<b>B</b> Medium Damage	<ol style="list-style-type: none"> <li>1. Affects the value, general appearance or normal operation more than Level A damage.</li> <li>2. The damage may need some (possibly temporary) work before racing again.</li> <li>3. Requires more than two (2) hours of work but should not normally require more than five (5) hours of work.</li> <li>4. Requires replacement parts or equipment not exceeding \$500 US.</li> </ol>
<b>C</b> Major Damage	<ol style="list-style-type: none"> <li>1. Affects the value, general appearance or normal operation more than Level B damage.</li> <li>2. Structural integrity may be impaired.</li> <li>3. The boat(s) will need some (possibly temporary) repair work before racing again.</li> <li>4. Final repairs will require more than five (5) hours of work.</li> <li>5. Requires replacement parts or equipment exceeding \$500 US.</li> </ol>

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, may change the points penalty given on the water only as the result of a hearing held under RRS C6.6 and C8.7.

When both boats break RRS 14, they should both receive a points penalty.

### Point Penalties - to be applied without a hearing (RRS C8.7)

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Three quarters (¾) of a point	Three quarters (¾) of a point
<b>C</b>	One (1) point	One (1) point

### Deductions from Damage Deposits

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



# SI ADDENDUM D OBSTRUCTIONS

- C.1 Orange balls may be placed to define obstruction zones as shown in the chart. The orange balls for an area not near the racing area may not be set. The RC will announce obstruction areas in effect at the morning briefing or by VHF radio.
- C.2 [NP] [DMG] When not racing, boats shall stay on the offshore (northeast) side of the red line connecting the black dots (marking government marks or the EYC marina entrance) shown on the chart.
- C.3 [UMP] When racing:
  - (a) Where orange balls have been placed, boats shall stay on the offshore side of line(s) between the orange balls.
  - (b) The outer pilings on docks at the entrances to marinas mark obstruction areas. While racing, boats shall not sail into marinas.

