

The 2026 SFYC/AYC CORINTHIAN CUP



Hosted by The Annapolis Yacht Club

Annapolis, Maryland

August 14-16, 2026

This event is ungraded.

SAILING INSTRUCTIONS

ORGANIZING AUTHORITY

The Organizing Authority is The Annapolis Yacht Club in conjunction with the Joint Committee (JC) of the SFYC/AYC Corinthian Cup. The Committee is made up of five members, two from The San Francisco Yacht Club (SFYC), two from Annapolis Yacht Club (AYC) and a referee appointed by agreement between the two clubs. In the event that a dispute arises at a time when the Referee is not available, the Chief Umpire shall participate in their place. In the event a Joint Committee member is unable to serve, a substitute member may be named by the Commodore of that member's club.

The Joint Committee will be:

SFYC: Ryan Kern, Patty Young

AYC: Derick Lynch, Jonathan Quigley

Referee: Gwynie Dunlevy

The scheduled Umpires for this event will be:

Jeff Borland (Chief), Bill Cook, Bill Simon, Pete Fanta, Gina Henderson, Dillon Paiva & Erik Brydges

Abbreviations:

PC - protest committee

OA - organizing authority

DOT - Declaration of Trust

JC - Joint Committee

RC - race committee

RRS - racing rules of sailing

SI - sailing instructions

NOR - notice of race

The following notations in a rule of the SIs or NoR means the following:

[NP] A boat may not protest another boat for breaking that rule nor (except when RRS 61.4(b)(2) or (3) applies, base a request for redress on this rule. This changes RRS 60.1 and 61.1(a).

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

[MR] The rule applies only to match races

[TR] The rule applies only to team races

[UMP] Umpire-initiated, handled in accordance with RRS C8.3 and D2.3.

[DMG] The breach will be considered as damage and the cost of rectification will be deducted from the damage deposit.

1 RULES

1.1 The regatta will be governed by:

(a) the rules as defined in the RRS.

(b) the Declaration of Trust and Conditions Governing the SFYC/AYC Corinthian Cup (as amended November 24, 2013), except as modified by the NOR or SI.

1.2 SI Attachment A, Rules for Handling Boats

1.3 All provisions of NOR section 1 “Rules”

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Written changes to the sailing instructions (SIs) will be posted no later than 90 minutes before the first scheduled warning signal on the day it will take effect and will be signed by the JC and PC representatives.
- 2.2 Oral changes to the SIs may be made on the water, provided they are communicated to each boat before its warning signal. When the race committee starting vessel displays flag L with one sound signal, all boats should come within hail of the starting vessel for an oral change to the sailing instructions. The race committee may use VHF radio and/or umpires to assist with communicating the change.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at the AYC Sailing Center.
- 3.2 The race committee intends to communicate with boats on the water using VHF Channel 71. Failure to receive these communications will not be grounds for redress.
- 3.3 [DP] All boats shall carry a VHF radio capable of communicating on US VHF channels. Teams are responsible for providing their own VHF radios.
- 3.4 There will be a morning briefing at 0900 on Saturday [location?]. Attendance at this briefing is mandatory for all helmspersons unless excused by the JC.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at the AYC Clubhouse.
- 4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 30 minutes’ in the Race Signal AP.

5 SCHEDULE OF RACES

- 5.1 The warning signal for the first race of the day is scheduled for 1100 on Saturday and 1100 on Sunday.
- 5.2 No warning signal will be made after 1530 on Sunday.

6 BOATS and SAILS

- 6.1 Boats
 - (a) the event will be sailed in Sonars with symmetrical spinnakers for both divisions.
 - (b) the sails to be used will be allocated by the RC.
 - (c) while all reasonable steps are taken to equalize the boats, variations will not be grounds for redress[NP]
- 6.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 6.4 At 1700 hours on Friday, each boat to be used will be presented at the AYC floating dock for inspection. Inspection of all boats shall be performed by a committee composed of each team’s skippers and at least one representative from each Club’s JC in order to verify identical equipment and rig settings. After each boat’s suitability is agreed to by this committee, no adjustments to the boats’ rigging settings or equipment shall be made without the prior permission of the JC.
- 6.5 The JC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.
- 6.6 After racing the competing boats shall return to the floating dock at the AYC. All required equipment shall remain on board while at the dock, except in the event that repairs or replacements are required and supervised by an AYC Sonar fleet representative.

7 IDENTIFICATION & ASSIGNMENT OF BOATS

- 7.1 Boats will be identified by bow number.
- 7.2 Each team will be assigned, by random draw by a representative of the visiting team at the Saturday meeting: 3 boats from the AYC fleet of matched Sonars for each day of racing.
- 7.3 Boats will be swapped between the two clubs for the second day of racing.

8 EVENT FORMAT and SCORING

- 8.1 See Section 8 of NOR

9 BREAKDOWNS & TIME FOR REPAIRS

- 9.1 Before the warning signal, or within two minutes of finishing or within five 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 race committee signal vessel and remain there, unless otherwise directed.
- 9.2 [NP] The time allowed for repairs will be at the discretion of the race committee.
- 9.3 [NP] After the warning signal, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 8.1.

10 DAMAGE

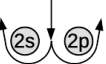
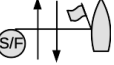
- 10.1 Boats shall report all damage or loss of equipment, however slight, to the race committee on the water as soon as practical.
- 10.2 The penalties for damage will be handled in accordance with SI Attachment B.

11 RACING AREA

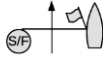
- 11.1 The racing area will be the Severn River, Annapolis, MD. The JC shall determine the course location daily.

12 THE COURSE AND MARKS

- 12.1[MR] The course will be as follows:

Diagram	Marks
	Course (mark 1 rounded to starboard): Start, 1, 2s/2p, 1, Finish
	The start/finish mark will be a green inflatable
	Mark 1 will be an orange inflatable
	Marks 2s/2p will be yellow inflatables

- 12.2 [TR] The race course will be as follows:

Diagram	Marks
	Course (all marks rounded to port): Start, 1, 2, 3, 4, Finish
	The start/finish mark will be a green inflatable
	All other marks will be short orange inflatables

- 12.3 [TR] During the leg from M2 to M3, the race committee signal vessel and the port end starting/finishing mark are marks of the course. The signal vessel shall be passed to starboard or the starting/finishing mark shall be passed to port, and those are the required sides, respectively, once a boat enters the zone and RRS 18 applies for that mark.

13 THE START

- 13.1 [MR] Starts will be in accordance with RRS C3.1.
- 13.2 [TR] Starts will use a 3-minute sequence in accordance with RRS/US Appendix U.
- 13.3 The starting line will be between the staff with an orange flag displayed on the race committee signal vessel and the course side of the starting mark.

13.4 Team and Match warning signals will be numeral pennant 1 for adult (open) races, numeral pennant 2 for women's races and numeral pennant 3 for junior races. The flight number will be displayed on a numeral placard on the side of the RC signal boat.

13.5 The sail combination to be used will be signaled from the RC vessel with or before the warning signal. The signals will be as follows:

<u>Signal</u>	<u>Sails permitted</u>
No signal	Main, jib & spinnaker
Flag "3 rd Substitute"	Main and jib (no spin)

13.6 A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle. A boat may not request redress because the anchor line for the anchor line at the buoy is above keel depth. This changes RRS 62.1(a).

14 RECALLS

14.1 [MR] Recalls will be in accordance with RRS C3.2

14.2 [TR] Recalls will be in accordance with RRS 29.1 and RRS/US Appendix U. RRS/US U4 is modified such that flag X will be displayed.

15 CHANGE OF NEXT LEG OF COURSE

15.1 The race committee may move marks without signal provided no boat has started a leg to the moved mark. This changes RRS 33.

15.2 Changes of course will be signaled as follows (changes RRS and Race Signals):

(a) Flag C and a colored flag means 'the windward mark has been moved; sail to the mark the same color as the flag.'

(b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

16 THE FINISH

16.1 The finishing line will be between a staff displaying an orange flag on the race committee finishing vessel and the course side of the finishing mark.

17 ABANDONING A RACE

17.1 Abandoning a race may be signaled orally by the race committee and/or the umpires. Abandoned races may be re-sailed, and if so, a new warning signal will be made as soon as practical. This changes RRS 32 and Race Signals.

18 SUPPORT VESSELS

18.1 On the water coaching is not permitted.

18.2 Any interference by a support vessel with the racing or event organization may result in a penalty applied at the discretion of the PC to the associated skipper or team. All support vessels in the vicinity of the starting/finishing line shall be anchored and no less than 150 yards from any part of the starting/finishing line.

19 PROTESTS AND REQUESTS FOR REDRESS

19.1 In addition to the requirements for RRS C6.3 and D1.2(c), a boat intending to protest or request redress shall, as soon as practical after finishing, inform the race committee and/or an umpire.

19.2 Protests and requests for redress not marked with [UMP] or [DMG] will be handled in accordance with RRS C6.6 or D1.2.

19.3 The protest time limit is 30 minutes after the team requesting a hearing first returns ashore after the incident.

20 SAFETY REGULATIONS

20.1 [DP] A boat that retires from a race, or leaves the racing area between races, shall notify the race committee at the first reasonable opportunity.

20.2 [NP] [DP] A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs, or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The US Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.

- 20.3 The race committee or protest committee may protest a boat for SI 19.2 based on information received from any source. The protest time limit does not apply. This changes RRS 60.1 and 60.3.

22 CODE OF CONDUCT

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

23 DISCLAIMER OF LIABILITY

- 23.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race.

SI ATTACHMENT A - Rules for Handling Boats

A1 GENERAL

- A1.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the jury.
- A1.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- A1.3 [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.

A2 SUPPLIED EQUIPMENT

- A2.1 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 attachment.
- A2.2 [NP] While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress.
- A2.3 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

- 1 Mainsail and set of battens
- 1 Main sheet
- 1 Headsail and headsail battens
- 2 Headsail sheets
- 2 Jib cars
- 1 Spinnaker pole
- 1 Spinnaker
- 2 Spinnaker sheets
- 1 Backstay adjustment line
- 1 Tiller extension
- 2 [MR] winch handle(s)

(b) OTHER EQUIPMENT

- Torch
- Foghorn
- First Aid kit
- Bucket and lanyard
- Flares
- Throwable floatation device
- Bilge pump

- Anchor and chain
- Anchor line
- Companionway hatch and door

(c) FLAGS

- Green Flag (on port shroud)
- Red Flag (on starboard shroud)
- Colored Team Flags (on backstay)
- Blue and Yellow Flag (on backstay)
- Y Flag (on stick)

A3 MANDATORY ACTIONS

- A3.1 Boats shall obey speed restrictions and navigation marks while leaving or returning to the berth or mooring.
- A3.2 [DMG] At the end of each sailing day, competitors shall:
- (a) roll (or fold), bag, and stow all sails
 - (b) leave the boat in the same state of cleanliness as when first boarded that day
 - (c) release backstay tension
 - (d) remove all tape and trash, cover with companionway hatch and door

A4 PROHIBITED ACTIONS

- A4.1 An action listed in A4 is prohibited unless it is a permitted action listed in A5.
- A4.2 Any additions, omissions or alterations to the equipment supplied.
- A4.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- A4.4 The replacement or removal of any equipment without the permission of the OA.
- A4.5 Sailing the boat in a manner that it is reasonable to predict that damage would result.
- A4.6 Moving equipment from its normal stowage position except when being used.
- A4.7 Boarding a boat without prior permission.
- A4.8 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.
- A4.9 Hauling out a boat.
- A4.10 Heeling a boat using the mast or shrouds in order to clean the hull.

- A4.11 The use of electronic or navigation equipment.
- A4.12 Using the spinnaker pole to wing out the foresail.
- A4.13 Adjusting or altering the tension of standing rigging, other than the rope line to adjust the backstay.
- A4.14 Changing the number of purchases of running rigging.
- A4.15 [DMG] Use of duct or gaffing tape. Use of rigging tape or plastic tape is permitted provided it does not leave a residue.
- A4.16 [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.
- A4.17 [DMG] Attaching lines to the fabric of spinnakers.
- A4.18 [DMG] Perforating sails or modifying the sails in any way.
- A4.19 [Ump] Using a winch to adjust the mainsheet, backstay or vang.
- A4.20 [Ump] Crew Positioning
 - (a) Match Race Call L3 (to be posted on the notice board) applies to both match and team races.
 - (b) 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.

A5 PERMITTED ACTIONS

- A5.1 An action listed in A5 is permitted, even if it conflicts with a prohibited action listed in A4.
- A5.2 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) hand held compasses, watches, timers, and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) Velcro tape
 - (i) spare flags
 - (j) VHF radio or mobile phone
- A5.3 Competitors may use the equipment in A5.2 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
 - A5.4 Communication via VHF with race committee, umpires, or OA.
 - A5.5 Mobile phones may be used for personal use while not racing.
 - A5.6 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
 - A5.7 Changing the number of mainsheet purchases
 - A5.8 Changing the number of foresail sheet purchases between 1:1 and 2:1.
 - A5.9 Cross winching foresail sheets.

SI ATTACHMENT B - Penalties for Damage Resulting from Contact between Boats

B1 WHILE RACING

- B1.1 RRS C8.3(d) is added and RRS D2.3(d) is replaced with: "breaks RRS 14 in an incident that could have caused damage or injury and was not otherwise penalized in the incident (the umpires may decide that any hard contact - contact between hulls and/or rigs - is damage for the purposes of initiating a penalty);"

B2 AFTER RACING

- B2.1 The OA will inspect boats involved in contact and assess the damage according to one of the levels in B4 below and report their finding to the umpires for the relevant race.
- B2.2 For match racing: RRS C8.7 applies.
- B2.3 For team racing, add new D3.1(f): When the race umpires, together with at least one other umpire, decide that a boat has broken RRS 14 and damage resulted, they may impose a points-penalty without a hearing. The boat shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS D1.2(b). Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty greater than one point is appropriate, they shall act under RRS D1.2(b)(2).
- B2.4 When both boats break RRS 14, they may both receive a points penalty.

B3 DEDUCTIONS FROM DAMAGE DEPOSITS

- B3.1 The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits. Any points penalty will be based on the assessment of damage level made on the water by the OA after racing. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty.

B4 DAMAGE ASSESSMENT LEVELS

Level	Impact and Repair Effect	Recommended Penalty
Level A: Minor Damage	Meets any one or more of the following: 1. May minimally affect the value, general appearance or normal operation of the boat(s). 2. Boat(s) may race without repair although some minor work may be required after the event. 3. Repairs should not normally require more than 1 hour of work.	None
Level B: Damage	Meets any one or more of the following: 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level A damage. 2. The damage may need some (possibly temporary) work before racing again. 3. Requires more than 1 hours of work but should not normally require more than 3 hours of work. 4. Requires replacement parts or equipment not exceeding \$500 US.	0.5, regardless of penalties under B1.1
Level C: Major Damage	Meets any one or more of the following: 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level B damage. 2. Structural integrity may be impaired. 3. The boat(s) will need some (possibly temporary) repair work before racing again. 4. Final repairs will require more than 3 hours of work. 5. Requires replacement parts or equipment exceeding \$500 US.	1.0 plus a possible hearing brought by the protest committee, regardless of penalties under B1.1