



# BALDWIN CUP

TEAM RACE AT NHYC 2026

APRIL 16-18

SAILING INSTRUCTIONS

# SI

*'[NP]' in a rule of the sailing instructions means that a boat may **not** protest another boat for breaking that rule. This changes RRS 60.1(a).*

Amendment 1: Posted @ 1545 April 15, 2026

## 1. RULES

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- 1.1. The event will be governed by the *rules* as defined in *The Racing Rules of Sailing* [RRS], including Appendix D except as changed by Addendum A.
- 1.2. US Sailing is the national authority for the venue. A copy of the US Sailing prescriptions is posted to the official notice board [ONB].
- 1.3. An international jury has been appointed in accordance with RRS Appendix N.
- 1.4. The rules for the handling of boats are described in Addendum C.
- 1.5. Changes to the RRS:
  - 1.5.a. RRS 17 is deleted. US Sailing has authorized this change in accordance with RRS 86.3(a).
  - 1.5.b. Additional changes to the RRS will appear in their relevant sections within the sailing instructions.
  - 1.5.c. Where there is conflict between the rules in the notice of race, the sailing instructions, or any of the other documents that govern this event under item (g) of the definition of “rule”, the sailing instructions shall prevail. This changes RRS 63.5 (c)(2).

## 2. CHANGE TO THE SAILING INSTRUCTIONS

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- 2.1. Changes to the sailing instructions [SI] made ashore will be posted no later than 30 minutes before the first warning signal on the day they will take effect, except that any changes made to the schedule of races will be effective immediately and will be communicated verbally by the race committee [RC] or umpires.
- 2.2. In accordance with RRS 90.2 (c), any change to the SI made afloat will be signaled by the display of flag third substitute with one sound signal. The RC and/or umpires may communicate these changes either verbally or in writing.



NEWPORT HARBOR  YACHT CLUB

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BACARDÍ



PATRÓN

CAYMUS  
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### **3. COMMUNICATIONS WITH COMPETITORS**

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- 3.1. Notices to competitors will be posted on the ONB located online at:  
*<https://events.ksail.co.uk/NHYC/2026/BaldwinCup/>*
- 3.2. Signals made ashore will be displayed from a staff at the top of the main boatyard launch ramp. When signal AP is displayed ashore, “1 minute” is replaced with “not less than 15 minutes”. This changes Race Signal AP.
- 3.3. The race committee will use a Telegram group to help facilitate communications during the event. The joining instructions for the group will be emailed to all competitors.

### **4. CODE OF CONDUCT [DP]**

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- 4.1. Competitors are expected to comply with RRS 2 at all times. Abuse or intimidation of other competitors, race officials, or officials of the host club will not be tolerated. All such incidents, whether or not they include umpire-initiated penalties, shall be reported to the Chief Umpire. Repeated incidents by individuals or teams shall be reported to the protest committee and may be considered misconduct.
- 4.2. Competitors shall comply with any reasonable request from any official, including attendance at official functions, and shall not behave so as to bring the event or the sport into disrepute.
- 4.3. Participation in this regatta is only by invitation. When the protest committee finds that a 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 Organizing Authority [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.
- 4.4. [NP] No competitor shall consume alcoholic beverages on race days either on or off the water until they have finished their final race each day.

### **5. BOAT IDENTIFICATION AND ASSIGNMENTS [NP]**

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- 5.1. Boats will be identified by the jib color and sail number. (e.g. yellow 7).
- 5.2. Teams will be assigned to boats for each race. This information will be posted to the ONB.
- 5.3. Helmsmen will be assigned to boat numbers in accordance with Addendum D.

### **6. THE COURSE**

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- 6.1. Course 1 will be used for all races. A course diagram is provided in Addendum E.
- 6.2. Courses will not be shortened.
- 6.3. The RC may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33 and Race Signal C.

### **7. SCHEDULE OF RACES**

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- 7.1. The stage 1 schedule of races is computer generated using a Swiss League system which creates future races based on the results of completed races. The schedule will be published to the ONB.

## 8. MARKS

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- 8.1. The start and finish marks will be orange inflatable cubes.
- 8.2. Marks 1 & 2 will be yellow inflatable cubes, all other marks will be green inflatable cubes.
- 8.3. RRS 31 (Touching a Mark) is changed to read: “While *racing*, neither the crew nor any part of a boat’s hull shall touch a starting *mark* before starting, a *mark* that begins, bounds, or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.”

## 9. THE START

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- 9.1. Races will be started using the Audible-Signal Racing System as described in Appendix U, a [US Sailing prescription](#).
- 9.2. The race committee will display a flag corresponding to the flight colors of the race starting no later than the warning signal.
- 9.3. Flag X, if displayed, will be displayed no longer than one minute after the starting signal. This changes RRS 29.1.
- 9.4. The starting line will be between a staff displaying an orange flag on the RC committee vessel and the course side of the nearby starting mark.
- 9.5. A boat whose warning signal has not been made shall stay clear of the starting area.

## 10. FORMAT

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- 10.1. The race committee, in consultation with the chief umpire, may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled; early stages may be terminated in favor of later stages. Such a decision by the RC is not subject to a request for redress. This changes RRS 61.1(a).
- 10.2. For purposes of advancing to the knockout stages and determining relative ranks if the knockout stages are incomplete, teams will be ranked in order of their stage 1 rank. Final event rankings will be determined based on the last completed stage. This changes RRS D4.5(c)(3).

### 10.3. *Stage 1 — Swiss League*

- 10.3.a. A draw will occur on Wednesday April 15th at 1900 to determine the race pairings for the first round of stage 1.
- 10.3.b. No new round will be started after 1230 on Saturday April 18th.
- 10.3.c. No race in stage 1 will be started after 1330 on Saturday April 18th.
- 10.3.d. The top 8 ranked teams will advance to stage 2. The remaining teams will be ranked 9th - 24th based on their scores from this stage.

### 10.4. *Stage 2 — Quarterfinal Knockout Round*

- 10.4.a. The first team to score 2 race wins in each match will advance to stage 3. The losing quarter finalists will be ranked 5th through 8th place in order of their stage 1 finish position; this changes D4.5(c)(2).
- 10.4.b. Teams will rotate boats after odd-numbered races.

Quarterfinal 1 (Q1)

The team ranked 1st in stage 1 will race against the team ranked 8th.

Quarterfinal 2 (Q2)

The team ranked 2nd in stage 1 will race against the team ranked 7th.

Quarterfinal 3 (Q3)

The team ranked 3rd in stage 1 will race against the team ranked 6th.

Quarterfinal 4 (Q4)

The team ranked 4th in stage 1 will race against the team ranked 5th.

**10.5. Stage 3 — Semifinal Knockout Round**

10.5.a. The first team to score 2 race wins in each match will advance to the final knockout round.

The remaining teams will advance to the petit final knockout.

10.5.b. Teams will rotate boats after odd-numbered races.

Semifinal 1 (S1)

The highest ranked team from stage 2 will race against the lowest ranked team from stage 2.

Semifinal 2 (S2)

The remaining two teams will race against each other.

**10.6. Stage 4 — Petit Final Knockout Round**

10.6.a. The loser of S1 will sail against the loser of S2.

10.6.b. If a non-US team advances to the Final Knockout, the first team to score 2 race wins will be ranked 3rd and the other 4th overall, otherwise it will be the first team to score 1 win.

**10.7. Stage 5 — Final Knockout Round**

10.7.a. The winner of S1 will sail against the winner of S2.

Teams will rotate after odd-numbered races.

10.7.b. The first team to score 2 race wins will be ranked 1st and the other 2nd.

**11. SAIL CONFIGURATION LIMITATIONS**

At or before the warning signal of a race, the following visual signal may be used to indicate which sails are to be used for that race and any subsequent races until lowered. The race committee will signal this limitation with the K flag and a digital course board indicating which race number the limitation begins to apply. If no visual signal is displayed, it shall mean the use of all sails as permitted.

Visual Signal	Means
K	Main sail reef is required

**12. THE FINISH**

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

### 13. ABANDONMENT

If the RC abandons a race, it will be signaled orally by the RC and/or umpires.

This changes RRS 32.3 and Race Signals. Abandoned races may be re-sailed and if so, a new warning signal may be made as soon as practical.

### 14. PROTEST AND REDRESS REQUESTS

- 14.1. Protests and requests for redress that have not been decided afloat shall be notified to the race office within 10 minutes after the relevant incident or, if the incident is afloat, within 10 minutes after coming ashore.
- 14.2. RRS 63.7(b) is deleted and replaced with: “A party to a hearing may not ask for a reopening.”
- 14.3. The US Sailing prescription to RRS 63.1 (b) is deleted.

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**Addendum A** — Changes to RRS Appendix D – Team Racing

**Addendum B** — Swiss League

**Addendum C** — Rules for Handling Boats

**Addendum D** — Helmsman Boat Assignments

**Addendum E** — Course Diagram

**Addendum F** — Damage penalties

## **ADDENDUM A**

### *Changes to RRS Appendix D — Team Racing*

#### **Protest and Requests for Redress**

1. RRS D1.1(d) shall apply. Arm signals are required.
2. RRS D1.2(c) is deleted and replaced with:

A boat intending to request redress for an incident in the *racing* area, or protest for an alleged breach of a rule other than a rule of RRS Part 2, 31 or 42, 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 identify the protested boat.
3. Add new D1.2(h):

If the protest committee decided that a breach of a rule, other than a rule of RRS Part 2, has had no significant effect on the outcome of a race, it will make any arrangement it decides is equitable, which may be to request that the race committee abandon and re-sail the race or impose no penalty.

#### **Penalties**

4. The first sentence of RRS D1.3(a) is deleted and replaced with:

When a boat may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while racing, after getting well clear of other boats as soon after the incident as possible, she may take a take a penalty as follows:

  - a. When before the starting signal or on a leg of the course to a windward mark, she shall gybe;
  - b. When on a leg of the course other than as described in A.4.a., she shall tack;
  - c. A boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

#### **Penalties Initiated by an Umpire**

5. Add new RRS D2.3(g):

The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty. They shall report the incident to the dock crew for inspection and a damage level assessment which may require a possible deduction from the skipper's damage deposit. In addition, after the damage level assessment (A, B, or C) is reported to the umpires, two race umpires together with another umpire may determine that a race-win penalty as prescribed in Addendum F is warranted for one or more boats without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and any penalty (or penalties) that will be imposed. Only at the time of being so informed may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the protest committee, which shall act under D3.3(a)(2) and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty (or penalties) by reporting it to the race committee. RRS D2.6 applies to this decision.

6. Add new RRS D2.3 (h):  
fails to comply with 'Prohibited Items or Actions' in Addendum C2.7.

### **Penalties Imposed by Umpires**

7. The first sentence of RRS D2.5 is deleted and replaced with:  
A boat penalized by an umpire shall take a One-Turn Penalty.

### **Scoring an Event**

8. ***Terminology*** — Add new RRS D4.1 (e): A Swiss League uses an algorithm (see SI BCTR Addendum B) to match teams based on their current record. Teams with same or similar records will race each other in each round, except that teams will not be matched if they have raced within eight rounds of the round being scheduled.
9. ***Scoring a Swiss League Stage*** — RRS D4.3 is deleted and replaced with:
  - a. Teams in a Swiss League shall be ranked in order of number of race wins, highest first.
  - b. However, if the final round is not completed, its race results shall not be included.
10. ***Swiss League Tie Breaks*** — RRS D4.4 is deleted and replaced with the following:

Ties in a Swiss League stage shall be broken using results from that stage only.

  - a. If the tie is only between two teams, the winner of the last race between them.
  - b. Otherwise, the tie shall be broken using steps (1) through (6) in the order below.
    - i. sailed more races against teams that have a higher rank;
    - ii. sailed fewer races against teams that have a lower rank;
    - iii. the lowest sum of the ranks of the teams the tied teams have beaten;
    - iv. the lowest sum of the ranks of the teams to which the tied teams have lost;
    - v. beaten the highest-ranked team the tied teams have individually beaten.
    - vi. not been beaten by the lowest-ranked team to which the tied teams have individually lost.
  - c. When a tie is partially broken by one of the above, the remaining tie(s) shall be broken in accordance with steps (1) to (6) until no more ties can be broken.
  - d. Any remaining ties will then be broken by the draw for the first round; ties in odd-numbered rounds will use the draw, ties in even-numbered rounds will use the draw inverted.

**Breakdowns when boats are supplied by the organizing authority**

11. RRS D5.2 replaces the word “red” with “yellow”.
12. RRS D5.3 and D5.4 replace the words “race committee” with “protest committee” in both rules.

## **Addendum B**

### *Swiss League*

1. A draw will determine the first round of 12 races.
2. The second round will be scheduled using the order of the original draw: the first winner will race against the second winner and so on, except the first loser will race the last loser or the last winner.
3. Following a round's completion, the next round plus one will be scheduled by ordering the teams, using the tie-breaking system, and then matching them as far as possible in order of their rank (the first team will race the second team and so on), except that teams will not be matched if they have raced within eight rounds of the round being scheduled.
4. Races that cannot be sailed in order, or for which results are not entered or complete, will be ignored for scheduling purposes. Subsequently corrected or altered results shall not affect a published schedule.
5. A 'drop-out' is a team unlikely, in the opinion of the race committee, to take any further part in the event. The decision to designate a team as a drop-out will be posted, after which its races will continue to be scheduled but will not be sailed and opponents shall score a win. Drop-outs will be scheduled from the first unscheduled round after dropping out, first against each other and then, where possible, against the lowest-placed team the drop-out has not met.
6. Any other missing team is a no-show and the opposing team shall be given a race win after at least one of its boats has started and sailed for two minutes.
7. Resails will be scheduled after the end of the next available round and before the start of the following round, using the original race number. They will not necessarily be in the same boats as the original race.
8. Race win penalties shall be applied after the end of the round and before tie-breaks are applied.

## [NP] Addendum C

### *Handling of Boats*

#### **1. GENERAL**

- 1.1. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 61.4.
- 1.2. Competitors are responsible for inspecting their assigned boats before each race for possible breakdowns and missing equipment. Discrepancies must be reported to the PIT CREW immediately.
- 1.3. Competitors shall report any damage, breakdown, or loss of equipment, however slight, to the PIT CREW immediately upon returning a boat to the dock. Compliance with this instruction is required regardless of whether a score change for a breakdown or redress for damage is being requested or whether the umpires have signaled that there may be a damage hearing.

#### **2. PROHIBITED ITEMS and ACTIONS**

*Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:*

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the permission of the RC.
- 2.4. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5. Moving equipment from its normal stowage position except when being used.
- 2.6. Changing the number of mainsheet purchases.
- 2.7. Hiking: Skipper and crew shall keep their body including arms and legs within of the confines (inside the vertical plane) of the cockpit, and shall not place their feet or knees on the seats or seat cushions to facilitate leaning over the coaming at any time while racing, with three permitted exceptions; (1) leaning over the cockpit coaming briefly to pull the jib boom across while gybing, (2) resting feet on the leeward cushions while sitting, and (3) resting arms on the coaming or deck. The intention of this rule is to restrict hiking and roll tacking/gybing.
- 2.8. Competitors shall not reef main sails. When reefing is required, it will be done by a member of the Pit Crew, however competitors may shake out the reef if signaled.
- 2.9. Taking a boat from its berth without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.10. Perforating sails, even to attach tell tales.
- 2.11. Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12. Use of any tape that leaves a residue/ use of duct tape.

### **3. PERMITTED ITEMS and ACTIONS**

*The following are permitted:*

- 3.1. Taking on board the following equipment:
  - 3.1.a. tell-tale material
  - 3.1.b. watch, timers, and hand-held compass
  - 3.1.c. red & yellow flags
  - 3.1.d. PFDs
- 3.2. Using the items in 3.1 to:
  - 3.2.a. make signals as per D2
  - 3.2.b. personal safety
- 3.3. Adjust the jib cunningham or jib halyard

### **4. MANDATORY ITEMS and ACTIONS**

*4.1. At the end of each sailing day the following are required:*

- 4.1.a. Main sail neatly flaked and secured to the boom
  - 4.1.b. Jib furled
  - 4.1.c. releasing backstay tension
  - 4.1.d. stow cushions in forward cabin
  - 4.1.e. remove all trash
- 4.2. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

## Addendum D – *Helmsman Boat Assignments*

<b>Blue, Red, Aqua</b>	<b>1</b>	<b>2</b>
<b>Blue Stripe, Red Stripe, Aqua Stripe</b>	<b>3</b>	<b>4</b>
<b>Orange, Yellow, Pink</b>	<b>5</b>	<b>6</b>
<b>Orange Stripe, Yellow Stripe, Pink Stripe</b>	<b>7</b>	<b>8</b>
American YC	Austen Freda	Michelle Lahrkamp
Annapolis YC	Pat Floyd	Mariner Fagan
Balboa YC	Colin Suvak	Frankie Dair
California YC	Garrett Woodworth	Allie Blecher
Corinthian YC Mistral	Will Bailey	Tim Wadlow
Corinthian YC Zephyr	Wade Waddell	Evan Cooke
Eastern YC	Clinton Hayes	Alex Cook
Encinal YC	Ken Bodiley	Brendan McNally
Gamla Stans YS	Andreas Rosenlew	Oliver Hanes
Larchmont YC Squall	Emma Cowles	Will Hutchings
Larchmont YC Gale	Henry Burnes	Eli Burnes
New York YC	Hannah Swett	Emily Maxwell
Newport Harbor YC Lightning	Jake LaDow	Alex Curtiss
Newport Harbor YC Thunder	Jon Pinckney	Andrew Person
Pequot YC	David Dellenbaugh	Dave Perry
Royal Thames YC	Josh Adams	Paris Thomas
St. Francis YC Ebb	Mateo Vargas	Oliver Toole
St. Francis YC Flood	Sam White	Ty Ingram
San Diego YC Surf	Will La Dow	Scott Sinks
San Diego YC Swell	Steven Leuck	Tyler Sinks
San Francisco YC	Shawn Bennett	Molly Carapiet
Seawanhaka Corinthian YC	Joel Hanneman	Tim Fallon
Southern YC	John Alden Meade	John Loe
West Kirby Hawks	Andy Cornah	Dom Johnson

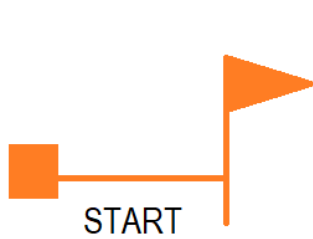
**Addendum E**  
*Course Diagram*

1

2

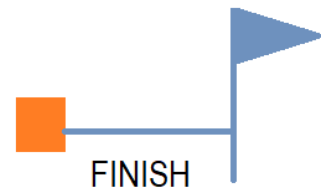
5

6



3

4



Course Diagram is not to Scale

Course	
1	START - 1s - 2s - 3p - 4p - 5s - 6s - FINISH
	s - round to starboard p - round to port

## Addendum F

### *Damage*

#### *Penalties for damage resulting from contact between boats racing*

The Race Committee will impose a penalty for breaking RRS 14 without a protest hearing, unless a boat involved in the incident boat requests a hearing, in which case the Race Committee will report the incident to the Protest Committee. All penalties will be posted to the ONB. Any boat involved that intends to request a hearing shall notify the race committee before their next race after being informed of the decision.

If it has good reasons to do so, the Protest Committee may impose a greater penalty than what the umpires determined was appropriate. This addendum explains how damage will be assessed and prescribes the appropriate penalty level. There are a number of things we are trying to achieve with damage penalties:

- **Minimize damage to keep costs down and avoid delays while boats are repaired.**
- **Ensure that penalties fit the breach and are consistent.**

<b>Damage Level</b>	<b>Extent</b>	<b>Effect</b>
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event.
Level B Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again.
Level C Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat cannot continue to race that day.

### Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out stage in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out stage, the penalties are offsetting and will be disregarded for scoring purposes.

### Race-Win Penalties: *to be applied without a hearing*

<b>Damage Level</b>	<b>Round-Robin</b>	<b>Knock Out Match</b>
Level A	No penalty	No penalty
Level B	1/2 race win	3/4 race win
Level C	1 race win	1 race win

### Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires or Protest Committee.