



**2014 NEISA Match Racing Championship for the
Larry White Trophy**
Hosted by Salve Regina University
October 11-12, 2014



SAILING INSTRUCTIONS

1 RULES

- 1.1. The event will be governed by the rules as defined in the RRS, including Appendix C, the ICSCA Procedural Rules, this Notice of Race, and the Sailing Instructions.
- 1.2. Add RRS 41 (e): help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- 1.3. Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum E, without a hearing. The competitor 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 C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Addendum E is appropriate, they shall act under rule C8.4.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the Salve Sailing site (SSS) located at the Sail Newport Waterfront Center.

3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races for Sunday will be posted before 2000 on Saturday.
- 3.2 Amendments made while afloat will be signaled by the display of the Third Substitute flag with three sound signals. An umpire may communicate these amendments either verbally or in writing.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flagpole at SSS.
- 4.2 When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal "AP".

5 BOATS AND SAILS

- 5.1
 - a) This event will be sailed in Yngling type boats.
 - b) The Yngling Class rules shall not apply
 - c) SI Addendum C – Handling Boats shall apply at all times including practice.
- 5.2 The sail combination to be used will be Main, Jib and Spinnaker unless the Race Committee (RC) has displayed flag "K" with or before the attention signal. Flag "K" shall mean:
K – mainsail and jib only
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire.
- 5.4 The Organizing Authority (OA) will assign which boats shall be used for the regatta and will make initial assignments. The RC may decide to use a substitute boat and may reassign boats as necessary.
- 5.5 Boats will be assigned and rotated as described in SI Addendum B – Pairing List.
- 5.6 Boats will be identified by sail number which will not match the hull number, but boats will be identified by their hull numbers in SI Addendum B- Boat Assignment & Pairing List, unless the hull has been substituted.

6 ELIGIBILITY, ENTRY, CREW MEMBERS

Eligibility, Entry and Crew requirements, including weight limits are described in the Notice of Race.

7 EVENT FORMAT AND STARTING SCHEDULES

- 7.1 The event format is detailed in the Notice of Race and in SI Addendum A – Event Format.
- 7.2 The match pairing list is detailed in SI Addendum B – Pairing List.
- 7.3 The number of matches to be sailed each day will be determined by the RC.
- 7.4
 - a) In any knock-out series between two teams, the teams shall alternate assigned ends for each match as designated in the pairing list.
 - b) When a knock-out series between two teams has been decided, further matches between the two teams shall not be sailed.

- 7.5 If sailing conditions and/or the weather forecast so require, the OA may change the event format at any time as necessary, including shortening a Stage or skipping a Stage, in order to complete the Stage 3 Semi-Finals to determine the qualifiers for the ICSA Match Racing National Championship. Stage 4 – Finals and Petit-Finals do not need to be completed to determine the NEISA representatives.
- 7.6 Add RRS C10.3(b): “When a single round-robin is terminated before completion, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches, in which case the entire round-robin shall be disregarded and if necessary, the event declared void.”
- 7.7 Each subsequent flight will be started as soon as practicable after the previous flight.

8 RACING AREA

The intended racing area, including danger/shoal areas, is shown in SI Addendum D – Sailing Area.

9 THE COURSE & MARKS

- 9.1 (a) **Course Configuration** (not to scale)

Mark W o

Gate L o o

o-----o **Start/Finish Line**

(b) **Course signals and course to be sailed**

Course signals will be displayed from the RC boat at or before the warning signal. Marks W shall be rounded to starboard and L shall be rounded as a gate.

Signal	Course
No Signal	Start - W - L - W - Finish
S	Start - W – Finish

9.2 **Description of Marks**

- a) The RC Signal Boat will be the Salve 22’ Red Zodiac Inflatable unless otherwise informed.
- b) Mark W and L will be orange APS cylinder marks.
- c) The starting/finishing mark will be an orange APS cylinder mark.
- d) The change mark will be a yellow cylinder mark

9.3 **Starting/Finishing Line**

The starting/finishing line will be between the staff displaying an orange flag on the RC signal boat and the course side of the starting/finishing mark.

9.4 **Abandonment and Shortening**

- a) 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.’
- b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

10 BREAKDOWN & TIME FOR REPAIRS

- 10.1 Before the attention signal of a flight, within two minutes of finishing, or within five minutes of changing into a new boat, whichever is later, a boat may signal breakdown or damage to the boat, sails or injury to her crew by displaying the PINK FLAG provided and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs shall 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 flag was displayed as required by SI 10.1.
- 10.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

11 STARTING PROCEDURE

- 11.1 Starting signals will be as described in RRS C3.1, except that flag “F” will be displayed at 7 minutes prior to the start and as changed in SI 11.2. This changes RRS C3.1.
- 11.2 The preparatory signal will either be flag “P” or flag “C”. If there is a change of course for the first leg of a match flag C will be displayed at the preparatory signal with multiple sound signals meaning sail to the change mark (yellow mark). This changes RRS C3.1.
- 11.3 The preparatory signal will be lowered at 1 minute prior to the start. This changes RRS C3.1.

12 **CHANGE OF POSITION OF THE WINDWARD MARK**

- 12.1 The original orange buoy is the default mark W. Changes to the position of the windward mark will be made by designating a replacement mark W as follows:
- a) A change to mark W for the FIRST leg will be made in accordance with SI 11.2 by displaying flag “C” as the preparatory signal. This means the windward mark will be the yellow change mark. The change mark W will only apply to a match in which the RC has displayed flag “C” as the preparatory signal.
 - b) A change to mark W for a SUBSEQUENT leg will be made by a RC boat in the vicinity of mark L displaying the color flag (yellow or orange) of the NEW mark. [Note that if the first mark W was changed in the starting signal to yellow, then mark W may be changed to orange for a subsequent leg.]

13 **TIME LIMIT**

- 13.1 A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.
- 13.2 No attention signal will be made after 1630 on the last day of racing.

14 **CODE OF CONDUCT**

- 14.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions.
- 14.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C – Handling Boats.

15 **DISCLAIMER**

- 15.1 Competitors shall participate in the regatta entirely at their own risk (see RRS 4, DECISION TO RACE). The organizing authority does not accept any liability for material damage or personal injury or death sustained in conjunction with, prior to, during, or after the regatta.

SI ADDENDUM A – EVENT FORMAT EVENT FORMAT

The regatta format may be changed during the event by the Regatta Chairman with the consultation of the chief umpire and the NEISA Representative to accommodate the weather conditions at the event. The below format is the targeted format for the championship. Records will not carry over between rounds.

Stage 1 – Round-Robin

All teams shall compete in a single round robin.

Stage 2 – Quarter-Finals

The Quarter-Finals will consist of all eight teams from Stage 1, seeded 1 through 8 based on the results of the round robin. The pairings will be 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5. The Quarter-Finals will be a knock-out series. The winner of each pair will be the first team to score two points.

Stage 3 – Semi-Finals & 5th - 8th Series

The Semi-Finals will consist of the winner of the 1 vs. 8 Quarter-Final paired against the winner of the 4 vs. 5 Quarter-Final, and the winner of the 2 vs. 7 Quarter-Final paired against the winner of the 3 vs. 6 Quarter-Final. The Semi-Finals will be a knock-out series. The winner of each pair will be the first team to score three points. The 5th through 8th Series will run concurrently with the Semi-Finals. The winner of each pairing in this series will be the first team to score one point. The loser of the 1 vs. 8 Quarter-Final will be paired against the loser of the 4 vs. 5 Quarter-Final, and the loser of the 2 vs. 7 Quarter-Final will be paired against the loser of the 3 vs. 6 Quarter-Final. The winners of these two pairings will race to determine 5th and 6th places. The losers will race to determine 7th and 8th places.

Stage 4 – Finals & Petit-Finals

The Finals will consist of the winners of each Semi-Final match paired against each other. The Finals will be a knock-out series. The winner will be the first team to score two points. The winner will be the NEISA Match Racing Champion. The loser of the finals will place 2nd. The Petit-Finals will consist of the losers of each Semi-Final match paired against each other. The Petit-Finals will be a knock-out series. The winner will be the first team to score two points. The winner of the Petit-Final will place 3rd. The loser of the Petit-Finals will place 4th.

SI ADDENDUM B – BOAT ASSIGNMENTS & PAIRING LIST
Stage 1 – Round-Robin

Flight 1

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	1	Yale	2	D
2	3	SRU	4	BU
3	5	RWU	6	MIT
4	7	Tufts	8	BC

5

Flight 2

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	1	D	4	SRU
2	5	MIT	7	BC
3	8	Tufts	6	RWU
4	3	BU	2	Yale

Flight 3

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	6	BC	7	RWU
2	3	Yale	5	SRU
3	4	MIT	1	Tufts
4	8	D	2	BU

Flight 4

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	8	RWU	4	Yale
2	3	MIT	6	SRU

3	1	BU	2	Tufts
4	5	BC	7	D

Flight 5

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	3	Tufts	5	Yale
2	6	D	2	MIT
3	8	BU	4	BC
4	7	SRU	1	RWU

Flight 6

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	7	BU	6	MIT
2	6	Yale	4	BC
3	2	RWU	8	D
4	8	SRU	1	Tufts

Flight 7

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1	3	RWU	6	BU
2	5	Tufts	4	D
3	7	Yale	8	MIT
4	2	BC	1	SRU

Flight 1

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1					QF-1
2					QF-2
3					QF-3
4					QF-4

Flight 2

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1					
2					
3					
4					

Flight 3

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1*					QF-1
2*					QF-2
3*					QF-3
4*					QF-4

*if necessary

Stage 3 – Semi-Finals & 5th to 8th Series**Flight 1**

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1					SF-1

2					SF-2
3					5 th -8th
4					5 th -8th

Flight 2

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1				
2				
3				
4				

Flight 3

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1					SF1
2					SF2

Flight 4

Match	Boat Hull #	Blue	Boat Hull #	Yellow
1*				
2*				

Flight 5

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1*					SF1
2*					SF2

*if necessary

Stage 4- Finals & Petit Finals

Flight 1

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1					Final
2					PF

Flight 2

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1					
2					

Flight 3

Match	Boat Hull #	Blue	Boat Hull #	Yellow	
1*					Final
2*					PF

*if necessary

SI ADDENDUM C - HANDLING THE BOATS**1 GENERAL**

While all reasonable steps are taken to equalize, variations in the boats will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order 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 sanction 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 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Moving the mast blocks.
- 2.10 Using a flattener as a reef.
- 2.11 Attaching lines to the fabric of spinnakers.
- 2.12 Perforating sails, even to attach tell tales.
- 2.13 Radio transmission, except to report damage or in response to a request from the RC.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 The use of electronic instruments other than compass and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.

- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 The use of the 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 is prohibited.

3 PERMITTED ITEMS and ACTIONS

The following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) Velcro tape
 - (i) spare flags
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (b) attach tell-tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Appendix D2
- 3.3 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.
- 3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the OA, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
- (a) rolling, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing back stay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash & recycling and removing all tape and marks.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered, as damage and the cost of rectification will be deducted from the damage deposit.

5 EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Jib
- Spinnaker
- Three sail bags
- One spinnaker pole
- Two spinnaker sheets
- Jib sheets
- Two twings
- Tiller extension
- Two headsail track cars

SAFETY GEAR

- Life jackets for each crew member (provided by competitors)

LINES

- Bow Line
- Stern Line

SI ADDENDUM D – RACING AREA & DANGER AREAS

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits 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. When the protest committee has good reasons to do so, it may apply a different penalty. Damage will be divided into 3 levels.

Level	Extent	Effect
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. Repairs should not normally require more than 1 hour of work.
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. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

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. 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 given on the water.