



The 2015 SAISA Match Race

Hosted by the College of Charleston

October 24, 2015

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
	NoR – notice of race

1 RULES

- 1.1 The event will be governed by
 - (a) the 'rules' as defined in the RRS, including Appendix C.
 - (b) the rules for Handling Boats (SI attachment C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.2 Add to 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 Attachment 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 Attachment E is appropriate, they shall act under rule C8.4.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Attachment A.
- 2.2 To remain eligible the entire crew shall complete registration, and complete crew weighing, all before 0930 on October 24, 2015 unless extended by the OA.
- 2.3 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.4 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.5 When a registered skipper is unable to continue in the event, the RC may authorise an original crew member to substitute.
- 2.6 When a registered crew member is unable to continue in the event, the RC may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board in the classroom at the CofC Sailing Center.
- 3.2 Signals made ashore will be displayed at the CofC Sailing Center.
- 3.3 Skippers shall attend the first briefing, which will be at 0915 Saturday, October 24 at the CofC Sailing Center unless excused by the OA.
- 3.4 The first meeting with the umpires will be at the first briefing.



4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 20 minutes before the start of any race affected and will be signed by the RC representative
- 4.3 Amendments made afloat will be signalled by with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 (a) The event will be sailed in J-22 boats.
 (b) The sails to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No Signal	Main, Jib, and Spinnaker
verbal	Main, Jib, no spinnaker

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sail number.
- 6.4 Boats will be assigned in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be a maximum of 4, excluding persons placed on board by the RC. Each team must include at least one female member, unless excused by the OA. All registered crew shall sail all races.
- 7.2 Maximum total crew weight (with 3 or 4), determined prior to racing, shall be **660 pounds** while wearing at least shorts and a shirt, determined at the time of registration or such time as required by the RC.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 Multiple round robins will be attempted. The racing day is scheduled for Saturday, October 24. The number of matches to be sailed will be determined by the RC.
- 8.2 (a) The RC may terminate any stage or 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 favour of later stages.
 (b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score for the round robin and any resulting ties 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 when the entire round robin shall be disregarded and if necessary the event declared void. For the purposes of tie breaking in C11.1(a), the highest score shall be determined as the average points scored per match amongst the tied competitors.'
- 8.7 The intended time of the first attention signal on Saturday, October 24 is 1000.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.

9 RACING AREA

The racing area will be in the Cooper River or Crab Bank near the Charleston Harbor Resort Marina.

10 COURSE

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



Mark W o

Mark L o o

Start/Finish Line o----- RC

(b) Course signals and course to be sailed

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

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

(c) Description of Marks

The RC boat will be a white 17' Edgewater.
The starting/finishing line mark, Mark W and Mark L will be red balls. Alternate/change Mark will be white.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a pole flying a flag on the RC boat.

10.4 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.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may verbally notify the race committee or an umpire 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 close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 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 11.1.
- 11.4 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.

12 STARTING PROCEDURE

- 12.1 Match warning signals will be a numeral pennant of the match number.
- 12.2 The next flight number will be displayed on the bow of the RC boat.
- 12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.4

Time in minutes	Visual signal	Sound signal	Means
7	Flag F displayed	One	Attention signal
6	Flag F removed	None	
5	Numeral pennant displayed	One	Warning signal
4	Flag P displayed	One	Preparatory signal
2	Blue or yellow flag or both	None	End of pre-start entry time



	displayed		
0	Warning and preparatory signals removed	One	Starting signal

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 Subsequent changes will revert to the original mark.

13.2 Change of Course Signals (amends RRS 33 and Race Signals)

- (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour 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.

13.3 Signalling vessel

- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it will be displayed from the RC boat or a boat in the vicinity of mark L.

14 TIME LIMIT

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.

15 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Attachment C.
- (c) The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
 - Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - Repetitive or ongoing objection to an umpire decision (verbal or otherwise); Abuse of umpires before or after a decision (See also Call MR13).
- (d) Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

16 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.



SI ATTACHMENT A - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalise the boats variations 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.

- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.

- 2.17
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.23 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.
- 2.27 A breach of SI C 2.23 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.
- 2.28 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:
 - (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)
 - (j) spare flags
 - (k) PFD's when not supplied by the OA
- 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 C6
 - (g) personal safety
- 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 RC, 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.



When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

- 4.2 At the end of each sailing day:
- rolling, bagging and placement of the sails as directed
 - leaving the boat in the same state of cleanliness as when first boarded that day
 - releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash 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.
- 4.7 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.

SI ATTACHMENT B-

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.