



ICSEA Match Race National Championship
for the Cornelius Shields, Sr. Trophy
November 1-3, 2019

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organizing authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – International Jury	NoR – notice of race

1 RULES

- 1.1 The Event will be governed by:
 - a) The ICSEA Procedural Rules, General Championship Conditions, and Match Race Championship Conditions
 - b) The 'rules' as defined in the RRS, including RRS Appendix C.
 - c) The rules for Handling Boats (SI Addendum C) which also apply to any practice sailing. Class rules will not apply.
 - d) US Sailing Prescriptions to RRS 67 and 76.1 will apply
 - e) US Sailing Prescriptions to rules 60, 63.2 and 63.4 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 Add after the first sentence of Appendix A5 "When one of the boats in a match fails to sail the course or when two boats each sailing a different course in a match fail to sail the course, in accordance with RRS 28 they shall be scored DNF without a hearing. This changes RRS 28 and RRS 63.1"
- 1.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing, in the finish area or retires, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.6 If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty is cancelled. This changes RRS C7.2(d).
- 1.7 All competitors in this regatta shall wear a USCG Approved PFD, while on the water, other than for brief periods while adding or removing clothing. This changes RRS 40, the US Sailing Prescriptions to RRS 40 and the preamble to RRS Part 4.
- 1.8 The RC reserves the right to amend these SI. Any amendment to the SI shall be posted on the official notice board, unless subject to the provisions of the SIs and RRS 90.2(c).
- 1.9 Improper action or omission by the RC will not be grounds for redress by a competitor. In the event of an improper action or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. This changes RRS 62.1(a)

2 ENTRIES and ELIGIBILITY

- 2.1 Only teams who have qualified through their conference championships are eligible for the event. The teams are listed in SI Appendix A.

- 2.2 An initial damage deposit of US\$500 shall be paid at registration, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any one incident. The damage deposit may be paid by credit card.
- 2.3 In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. This will not be grounds for protest or redress by any boat. This changes RRS 62.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorize a crew member to substitute, with priority given to original crew members over substitutes.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 SCHEDULE - See front entrance bulletin board to confirm room locations.

Date	Time	Event	Location
Friday, Nov. 1st	0800-0900	Registration and Weigh-in	CYC Dining Room
	0900	Competitors' Meeting	CYC Dining Room
	1000	First Attention Signal	
	After racing	Umpire Debrief & Snacks	CYC Trophy Room
Saturday, Nov. 2nd	0900	Competitors' Meeting	CYC Dining Room
	1000	First Attention Signal	
	After racing	Umpire Debrief & Snacks	CYC Dining Room
Sunday, Nov. 3rd	0900	Competitors' Meeting	CYC Dining Room
	1000	First Attention Signal	
	1500	No flight started after 3PM	
	Awards will follow racing		CYC Dining Room

Unless excused by the OA, attendance at Competitors Meetings, Umpire Debriefs, social events, and prize giving is mandatory.

4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official regatta notice board located on a whiteboard in the CYC Dining Room.
- 4.2 Signals made ashore will be announced verbally to all competitors and coaches.
- 4.3 Skippers shall attend the Competitors' Briefings, which will be held Friday, Saturday, and Sunday, unless otherwise noted and excused by the OA.
- 4.4 Skippers shall attend the Umpires' Debriefings, which will be held Friday and Saturday immediately after racing unless otherwise noted on the notice board.
- 4.5 Each team shall supply their own VHF radio for broadcasts from the RC. Broadcasts will be made on channel 71. Failure to make or receive these broadcasts will not be grounds for redress. This changes rule 62. The umpires may also provide paring information to the competitors verbally.

5 AMENDMENTS TO SAILING INSTRUCTIONS

- 5.1 Amendments to the SIs made ashore will be posted by at least 0900 and will be signed by the RC, except changes to the competitors' briefing time which will be posted by 1900 on the day before the change occurs.
- 5.2 Amendments made afloat will be communicated to all competitors and coaches. An umpire may communicate these either verbally or in writing.

6 BOATS AND SAILS

- 6.1 The event will be sailed in Marblehead Harbor Fleet Sonar type boats supplied by OA.

- 6.2 The sails to be used will be allocated by the RC.
- 6.3 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Mainsail, Jib, Spinnaker
Flag K	Mainsail, Jib (no spinnaker)

- 6.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 6.5 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 may be assigned a another boat as directed by the RC.
- 6.6 The RC 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.
- 6.7 If teams are provided sail placards for identification purposes, they shall insert these into the designated pouches on the provided mainsails.

7 IDENTIFICATION and ASSIGNMENT OF BOATS

- 7.1 Boats will be identified by name.
- 7.2 Boats will be assigned as indicated in SI Appendix A for the round robin and repechage rounds. In subsequent days, each team will advance to the next numbered boat or as assigned by the OA as indicated on SI Appendix A. Boats will be assigned for subsequent rounds by the OA. During knockout rounds, teams shall rotate boats after odd numbered matches (ie after match 1 &3).
- 7.3 Teams shall be assigned a spinnaker at the competitors meeting on November 1, 2019. Teams shall use this assigned spinnaker for the duration of the event, unless replaced by the OA.

8 CREW MEMBERS, NUMBER and WEIGHT

- 8.1 The total number of crew, including the skipper, shall be three (3) or four (4). A crew list shall be named at event registration and all registered crew shall sail all races in accordance with NOR 10.1.
- 8.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 660 lbs., determined at the time of registration.

9 EVENT FORMAT AND STARTING SCHEDULES

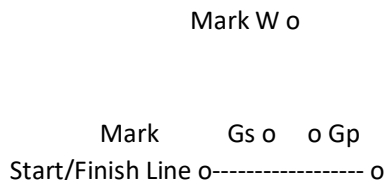
- 9.1 The event format and match pairing lists are detailed in SI Appendices A and B.
- 9.2 The racing days are scheduled as November 1-3, 2019.
- 9.3 The intended time of the first attention signal each day is 1000 hours.
- 9.4 The latest time for an attention signal on the last day of racing will be 1500 hours.
- 9.5 The RC in consultation with the Chief Umpire may change the format, 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 favor of later stages.
- 9.6 The number of matches to be sailed each day will be determined by the RC.
- 9.7 Each subsequent flight will be started as soon as practicable after the previous flight.
- 9.8 When 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. No starting sequence flags will be displayed for a blank start.
- 9.9 In a knock-out series between two skippers:
- (a) They shall alternate assigned ends for each match. The assigned ends for each match are shown in the pairing lists in Appendix A.
 - (b) When the series has been decided, further matches between these two will not be sailed.

10 RACING AREA

10.1 The intended racing area will be in Marblehead Harbor or in the Atlantic Ocean near the mouth of Marblehead Harbor. The RC may change the intended racing area.

11 COURSE

11.1 Course Configuration (not to scale):



11.2 Course to be Sailed

- (a) Start-W-Gs/Gp-W-Finish
- (b) Mark W shall be rounded to starboard. The gate shall be sailed with Gs to starboard - Gp to port. If one gate mark is missing, round the single leeward mark to starboard. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signaling a course change. This changes Rule 33.

11.3 Description of Marks

- (a) The RC boat will be a blue 22 foot Eastern power boat displaying an orange start/finish line flag.
- (b) Mark W will be either a yellow, red or green tetrahedron.
- (c) Marks Gs and Gp will be orange tetrahedrons.

11.4 Starting/Finishing Line

- (a) The start/finish line will be a line between the course side of an orange tetrahedron at the pin end of the line and a staff displaying an orange flag on the RC boat.

11.5 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.' Match umpires may verbally inform the competitors in their match of an abandonment without a visual or sound signal being made by the RC. This changes Race Signals.
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

12 BREAKDOWN and TIME FOR REPAIRS

- 12.1 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 code display flag L 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.
- 12.2 The time allowed for repairs shall be at the discretion of the RC and Chief Umpire.
- 12.3 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 12.1.
- 12.4 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.

13 STARTING PROCEDURE

13.1 Match warning signals will be numerical pennants corresponding to the match number to be started.

- 13.2 Match preparatory signals will identify mark W for each match. Code flag P shall be flown when the windward mark for the match is a yellow tetrahedron. A green flag shall be flown when the windward mark for the match is a green tetrahedron and a red flag shall be flown when the windward mark for the match is a red tetrahedron.
- 13.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

14 CHANGE OF POSITION OF THE WINDWARD MARK

- 14.1 Change of Course Signals (amends RRS 33 and Race Signals)
 - (a) Code Flag C and a colored flag or board displayed from a boat in the vicinity of the gate/leeward mark means: "The windward mark has been changed. Sail to a mark of the same color as the flag or board." The match effected by the change shall be designated by the appropriate numeral pennant.

15 TIME LIMIT

- 15.1 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.

16 COACH BOATS

- 16.1 One 42 foot Provincial Custom coach boat will be provided for all competitors' coaches. Individual coach boats will not be permitted.
- 16.2 Coaching shall be in accordance with ICSA Procedural Rule 19

17 MEDIA, IMAGES and SOUND

- 17.1 The OA have the right to use any images and sound recorded during the event free of any charge.

18 PRIZES

- 18.1 The winning team will have their name engraved on the Cornelius Shields Sr. Trophy, which is on display at the ICSA Hall of Fame in the Robert Crown Center at the U.S. Naval Academy.
- 18.2 Additional prizes may be given.

19 CODE of CONDUCT

- 19.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, cooperation with event sponsors and shall not behave so as to bring the event into disrepute.
- 19.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 19.3 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:
 - (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - (b) Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
 - (c) Abuse of umpires before or after a decision (See also Call M4).
- 19.4 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.
- 19.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

20 DISCLAIMER

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

21 FURTHER INFORMATION

Corinthian Yacht Club Sailing Director	Kevin Dooley	kdooley@corinthianyc.org (781) 910-5980
Event Chairman	Joe Fava	joseph.c.fava@gmail.com
Principal Race Officer	Bill Canfield	canfieldvi@gmail.com
Chief Umpire	Steve Wrigley	wrigley.s@yahoo.com
ICSA & BC Representative	Greg Wilkinson	gcwilk@gmail.com
MIT Representative	Matt Lindblad	mitsail@mit.edu
Corinthian Yacht Club General Manager	Dave Titus	dtitus@corinthianyc.org (781) 631-0005

SI APPENDIX A - LIST OF ELIGIBLE TEAMS, DAILY BOAT ASSIGNMENTS (SI 7.2), AND PAIRING TABLES

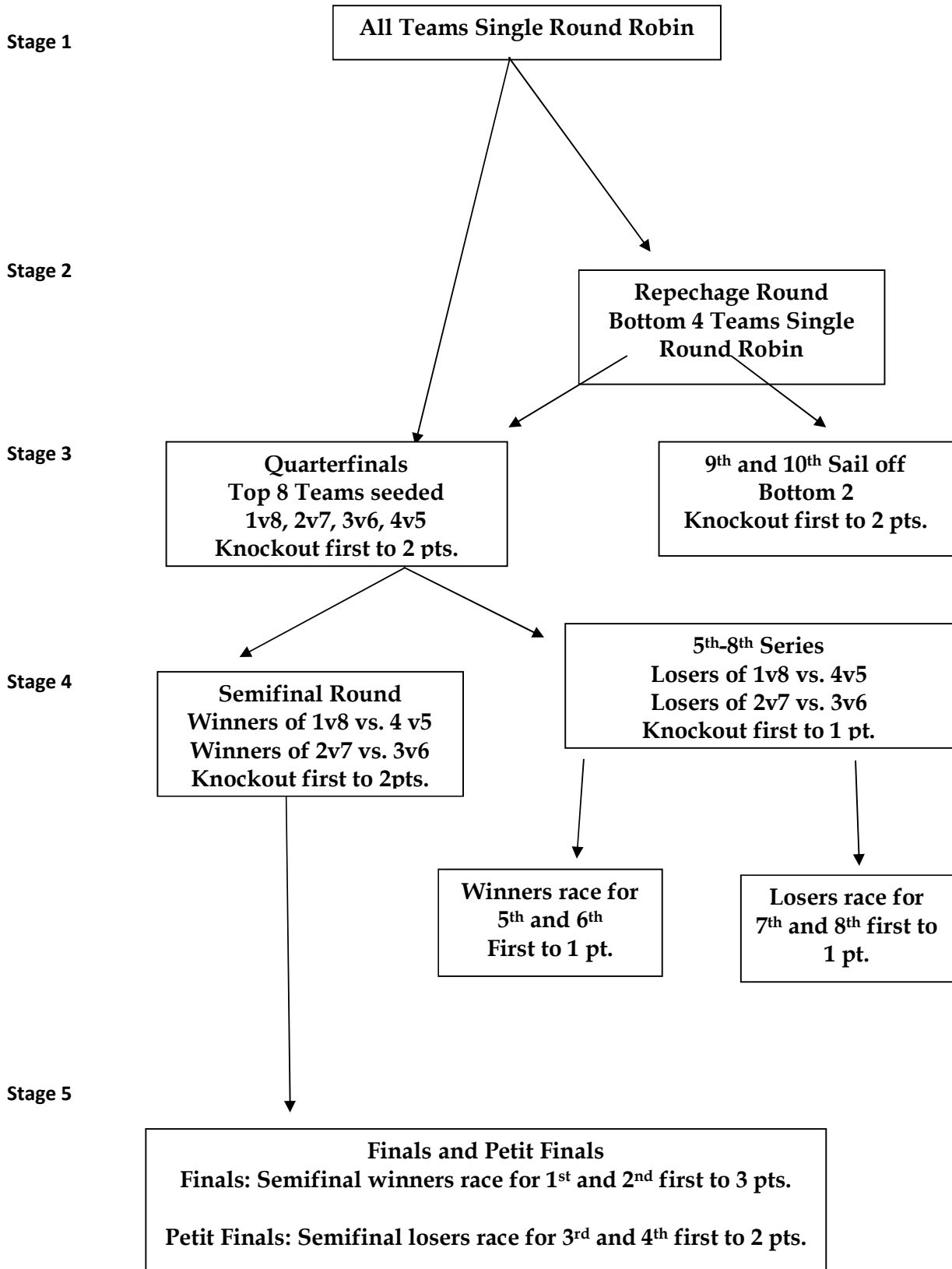
See Attachment – to be provided onsite at registration.

SI APPENDIX B - EVENT FORMAT

EVENT FORMAT

- a. The regatta format may be changed during the event by the Principle Race Officer with the consultation of the Chief Umpire and the ICSA Representative to accommodate the weather conditions at the event. The below format is the intended format for the championship. Records will not carry over between rounds.
- b. **Stage 1 Round Robin**
 - i. All teams shall compete in a single round robin.
- c. **Stage 2 Repechage**
 - i. The bottom four teams from Stage 1 (Repechage Round) will compete in a single round robin.
- d. **Stage 3 Quarter Finals**
 - i. The Quarterfinals will consist of the top six teams from the Stage 1, seeded 1 through 6 based on the results of Stage 1, plus the top two teams from the Repechage Round, seeded 7 and 8 based on the results of the Repechage Round. The highest seeds will be paired against the lowest seeds, i.e. 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5.
 - ii. The Quarterfinals will be a knock-out series. The winner of each pair will be the first team to score two points.
 - iii. Concurrent with the Quarterfinals, the bottom two teams in the Repechage Round will race each other in a knock-out series to determine 9th and 10th place overall. The winner will be the first team to score two points.
- e. **Stage 4 Semifinals**
 - i. The Semifinals will consist of the winner of the 1 vs. 8 Quarterfinal paired against the winner of the 4 vs. 5 Quarterfinal, and the winner of the 2 vs. 7 Quarterfinal paired against the winner of the 3 vs. 6 Quarterfinal.
 - ii. The Semifinals will be a knock-out series. The winner of each pair will be the first team to score two points.
 - iii. Concurrent with the Semifinals, places 5th through 8th will be determined by a series of first to one-point pairings. The loser of the 1 vs. 8 Quarterfinal will be paired against the loser of the 4 vs. 5 Quarterfinal, and the loser of the 2 vs. 7 Quarterfinal will be paired against the loser of the 3 vs. 6 Quarterfinal, both in first to one-point matches. The winners of these two pairings will then be paired in a first to one-point match to determine 5th and 6th places. And the losers will be paired in a first to one-point match to determine 7th and 8th places.
- f. **Stage 5 Finals and Petit Finals**
 - i. The Finals will consist of the winners of each Semifinal match paired against each other.
 - ii. The Finals will be a knock-out series. The winner will be the first team to score three points. The winner will be the ICSA Match Racing National Champion. The loser of the finals will place 2nd.
 - iii. The Petit Finals will consist of the losers of each Semifinal match paired against each other.
 - iv. 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.

Format Flow Chart



SI APPENDIX C - HANDLING BOATS

1 GENERAL

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

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 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 signed the Damage Authorization Form 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 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Radio transmission (including mobile telephones), except to report damage or a breakdown or in response to a request from the RC.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 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 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveller and vang.
- 2.19 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.
- 2.20 A breach of SI C 2.18 or 2.19 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.
- 2.21 No part of a competitor's body below their torso shall extend beyond the aluminum toe rail.
- 2.22 Changing the number of mainsheet purchases.

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) pencils;
 - (e) tell-tale material;
 - (f) watch, timers and hand held compass;
 - (g) shackles and clevis pins;
 - (h) Velcro tape; and

- (i) Spare flags;
 - (j) PFDs
- 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

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.
 - (a) 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) furling/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; and
- 4.3 At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.
- 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.

SI ADDENDUM D – EQUIPMENT LIST

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

2 **SAILS and SAILING EQUIPMENT**

- 2.1 Mainsail & Jib with battens
- 2.2 Spinnaker
- 2.3 One spinnaker pole
- 2.4 Two spinnaker sheets
- 2.5 Two spinnaker twing lines
- 2.6 One jib sheet
- 2.7 Tiller extension
- 2.8 Competitor flag set
- 2.9 Two placards indicating team name
- 2.10 One pump

4 **MOORING LINES**

- 4.1 Two black dock lines

SI ADDENDUM E

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	Boat 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