



2021 SEISA Match Race Championship

September 25th 2021

Austin Yacht Club | Lake Travis

SAILING INSTRUCTIONS

1 RULES

- 1.1 This regatta will be governed by *The Racing Rules of Sailing (2021-2024)*, including Appendix C, the ICSA Procedural Rules, except as any of these are modified by these Sailing Instructions, and the Rules for Handling Boats (SI Addendum A).
- 1.2 All races will be umpired.
- 1.3 Add after the first sentence of Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- 1.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, 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 B.

2 NOTICES TO COMPETITORS

- 2.1 Notices will be posted to the notice board on Techscore.
- 2.2 Any changes in the Sailing Instructions will be announced orally and posted before the first race in which they are to take effect.

3 BOATS AND EQUIPMENT

- 3.1 The event will be sailed in J/22s.
- 3.2 The standing rigging shall not be adjusted.
- 3.3 The penalty for infringing instruction 3.1 or 3.2 will be disqualification from all races sailed in contravention of those instructions.
- 3.4 Boats will be identified by their sail number.
- 3.5 In the case that spinnakers will not be used, the RC will make a verbal announcement prior to the attention signal.

4 ROTATIONS

- 4.1 Teams will swap boats after the completion of every odd-numbered race.
- 4.2 Teams will swap colors every race. The first race shall be determined by draw, after which the team that draws blue will be blue for every odd-numbered race while the team drawing yellow will be yellow for every odd-numbered race, and vice versa for even-numbered races.

5 EVENT FORMAT

The first team to win five races shall be declared the winner. However, if by 1500 on Saturday no team has won five races, then the team with the most wins, given at least three wins, shall be declared the winner. A tie at this point will be determined by the winner of the last race. If by 1500 on Saturday no team has won at least three times, racing shall be extended until sunset, and continued on Sunday, until a team has reached five wins. If no team has reached five wins by 1300 on Sunday, then the team with the most wins shall be declared the winner. A tie at this point will be determined by the winner of the last race.

6 THE COURSE

- 6.1** The course diagram will be as shown in SI Addendum C.
- 6.2** The windward and leeward marks will be yellow balls. The starting pin will be a white ball.
- 6.3** The start/finish line will be a straight line between the staff with an orange flag on the RC boat and the course side of the starting mark.
- 6.4** PR 18.c.i will apply when changing the course.

7 STARTING PROCEDURE

- 7.1** Races will be started in accordance with RRS C3.1.

8 BREAKDOWN AND TIME FOR REPAIRS

- 8.1** Before the attention signal or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may verbally indicate to the RC or umpires that they have 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.
- 8.2** The time allowed for repairs shall be at the discretion of the RC and umpire.
- 8.3** Competitors shall report all damage or loss of equipment, however slight, to the Race Committee Boat on the water.

9 SAFETY

A boat requiring assistance from rescue boats should so signify by waving arms overhead. A boat that retires from a race shall notify the Race Committee as soon as possible, either before leaving the course area or immediately upon arriving ashore.

SI ADDENDUM A - HANDLING BOATS

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

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. Any additions, omissions or alterations to the equipment supplied.

1. The use of any equipment for a purpose other than that intended or specifically permitted.
2. The replacement of any equipment without the sanction of the RC.
3. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
4. Moving equipment from its normal stowage position except when being used.
5. Boarding a boat without prior permission.
6. Taking a boat from its berth or mooring without having permission from the RC.
7. Attaching lines to the fabric of spinnakers.
8. Perforating sails, even to attach tell tales.
9. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
10. Adjusting or altering the tension of standing rigging, excluding the backstay.
11. Using a winch to adjust the mainsheet, backstay or vang.
12. Omitting any headsail car or turning block before sheeting onto a winch.
13. The use of electronic instruments other than compass and watches.
14. Using the spinnaker pole to wing out the foresail.
15. Marking directly on the hull or deck with permanent ink.
16. 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.
17. 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.
18. 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 and C8.2.

SI ADDENDUM B – DAMAGE PENALTIES

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 as shown in the following table:

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
A	None
B	Half point
C	One point

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

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.

SI ADDENDUM C – COURSE DIAGRAM

