

2023 SAISA Match Racing Conference Championship

September 23-24, 2023

Organizing Authority: Intercollegiate Sailing Association of North America (ICSA)
Host: College of Charleston (CofC)

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee
RRS – racing rules of sailing

RC – race committee
SI – sailing instructions

OA – organizing authority
NoR – notice of race

1 RULES

- 1.1 The event will be governed by:
- (a) the rules as defined in the RRS, including RRS Appendix C.
 - (b) the rules for Handling Boats (SI Addendum C) will also apply to any practice sailing.
 - (c) the ICSA Procedural Rules, the General Conditions for the ICSA National Championships, and the ICSA Sloop/Match Race Conditions.
- 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 If the first boat in a match has finished leaving the second boat in the match owing a penalty, the umpires may signal according to RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.4.
- 1.4 When a boat in a match fails to sail the course in accordance with RRS 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 63.1, 90.3(a) and A5.
- 1.5 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E.
- 1.6 (a) Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes 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.
- (b) A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
- 1.7 Delete ICSA PR 20 and replace it with SI 11.

2 ENTRIES and ELIGIBILITY

- 2.1 To be eligible each Team shall complete registration, pay the \$500 damage deposit and complete crew weigh-in no later than Saturday September 23, unless extended by the OA.
- 2.2 The damage deposit is the limit of liability of each skipper for each incident. If a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 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 OA may authorize a crew member to substitute, with priority given to original crew members over substitutes.
- 2.6 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 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted only online on the Official Notice Board located here:
<https://scores.collegesailing.org/f23/saisa-match-race-championships/>
- 3.2 Signals made ashore will be displayed from CofC Main flagpole. When flag AP is displayed ashore, “1 minute” is replaced by “not less than 30 minutes” in Race Signals AP.
- 3.3 Skippers shall attend the Competitors’ Briefings, which will be held Saturday and Sunday at the CofC Sailing Center at 0900 unless otherwise noted and excused by the OA.
- 3.4 Skippers shall attend the Umpires’ Debriefings, which will be held Saturday immediately after racing at the CofC Sailing Center unless otherwise noted.
- 3.5 The RC will make courtesy broadcasts via VHF 73. In emergencies, competitors may contact the RC on this VHF channel. All teams shall always tune their VHF to this channel. Failure to make or receive these broadcasts will not be grounds for redress. Umpires may also provide information to the competitors verbally. This changes RRS 62.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SIs made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 4.2 Amendments made afloat will be signaled by the display of code flag L with one sound followed by an announcement of any change(s). An umpire may also communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 (a) The event will be sailed in J/22’s provided by CofC.
- (b) The following sails will be provided: Mainsail, Jib, and Spinnaker.
- (c) Boats with their assigned spinnakers will be allocated daily by random assignment. Boats will be checked-out and checked-in in accordance with host procedures. Skippers shall not leave their boats after racing before completing the check-in procedure.
- 5.2 The sail combination to be used will be signaled from the RC signal vessel 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	Mainsail, Jib, and Spinnaker
Code flag D	Mainsail and Jib only – no Spinnaker
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 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.
- 5.5 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 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boats have been randomly drawn and the assignments are in Addendum AB. For subsequent days, teams will be assigned boats by the OA.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be three or four and shall include at least one female.
- 7.2 The weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed a total of 660 lbs., determined at the time of registration or such time as required by the RC.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8 EVENT FORMAT AND STARTING SCHEDULES

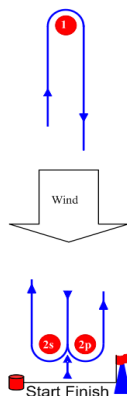
- 8.1 The event format and match pairing lists are detailed in SI Addendum AB.
- 8.2 The racing days are scheduled as Saturday September 24 and Sunday September 25.
- 8.3 The latest time for an attention signal on the last day of racing will be 1600 hours.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 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 favor of later stages.
- 8.6 The intended time of the first attention signal each day is 1000 hours.
- 8.7 Each subsequent flight will be posted on the RC signal vessel and started as soon as practicable after the previous flight.
- 8.8 When a match cannot start at its intended time, the RC may move the other starts forward to eliminate a blank start. Competitors will be advised by the umpires if the RC does so. Flag 3rd substitute is not required. If the RC does proceed with a blank start, no starting sequence flags will be displayed for the blank start.
- 8.9 The event schedule including mandatory events is detailed in SI Addendum F

9 RACING AREA

The racing area will be in either: the water directly outside the Charleston Harbor Marina adjacent to the Yorktown, directly to the north of the channel off the bow of the Yorktown called “the Marsh” or “Crab Bank” outside and to the south and east of the Marina.

10 COURSE

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



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

No Signal = Start-1-2s/2p-1-Finish

Code flag S with two sounds before the attention signal = Start-1-Finish

- (c) **Description of Marks**

The RC signal vessel will be a white Edgewater center-console unless otherwise notified.

The starting/finishing line mark will be a white ball.

Mark 1 will be a yellow, green or orange inflatable buoy.

Mark 2s/2p is a gate and will be orange balls.

(d) **Mark Roundings**

Mark 1 shall be rounded to starboard

Mark 2s/2p will be a gate

Modify RRS 33: A gate or finish line mark may be adjusted without signals and while boats are on the first half of the leg.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be between the course side of a starting/finishing mark and a staff displaying a SAISA flag or a pink flag on the RC signal vessel. This changes Race Signals Orange flag and Blue flag.

10.3 Abandonment and Shortening

- (a) After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical. This changes RRS 32.1.
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

10.4 The RC may make radio transmissions to competitors to announce pairings, signals or other communications. Failure to make these transmissions or failure of a competitor to hear them is not cause for redress. This changes RRS 62.1(a).

10.5 Course Limits

- (a) While afloat, no part of a boat's hull shall sail on the west side of a line drawn from Cooper River marks R36, R38 and R42.
- (b) These lines are obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching these buoys or objects defining these areas.
- (d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2 (while racing), and RRS C8.4 (when not racing). This changes RRS C6.2 and C8.2.

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 display a green flag 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 PRO, CofC Bosun or the Chief Umpire.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal is displayed.
- 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 The attention signal will be displayed 7 minutes before the first starting signal in each flight as per RRS C3.1.
- 12.2 Match warning signals will be numerical pennants corresponding to the match number to be started.
- 12.3 The preparatory signal will be either code flag P or code flag C. If code flag P flag is displayed, mark 1 will be yellow. If code flag C is displayed with a solid flag and multiple sounds, mark 1 will be a buoy similar in color to the solid flag. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Change of Course Signals (This amends RRS 33 and Race Signals)

- (a) After the start, code flag C and a solid color flag means: 'mark 1 has been changed, sail to a new mark as indicated by the color of the solid flag.'
- (b) When a change of course after starting only affects some matches, the matches affected may be designated by the appropriate numeral pennant.

13.2 Signaling vessel

When a change of course is signaled after the first leg, it shall be displayed from a vessel in the vicinity of the leeward gate.

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 COACH BOATS

The Host may provide boats from which coaches may observe racing and communicate with their teams between matches. Individual coach boats will not be permitted.

16 MEDIA, IMAGES and SOUND

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

17 PRIZES

The winning team be deemed the 2023 SAISA Match Racing Conference Champions and will advance to compete in the 2023 ICSA College Match Racing National Championship for the Cornelius Shields, Sr. Trophy.

18 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any race 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 Appendices C and D.
- (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 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.

19 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

SI ADDENDUM AB - EVENT FORMAT AND PAIRING TABLES

The regatta format may be changed during the event by the Principal 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 stages.

STAGE 1: FULL ROUND ROBIN

PAIRINGS WILL BE POSTED AND MADE AVAILABLE SATURDAY MORNING

IF STAGE 1 IS NOT COMPLETED ON SATURDAY, A REVISED STAGE 1 PAIRING LIST FOR SUNDAY MAY BE DISTRIBUTED AT THE MORNING COMPETITORS' MEETING.

STAGE 2: TOP 4 ROUND ROBIN (SEMI-FINALS)

TEAM NUMBERS IN STAGE 2 WILL BE THE FINISH POSITION FROM STAGE 1 AS FOLLOWS:

FIRST PLACE = RR1 SECOND PLACE = RR2 THIRD PLACE = RR3 FOURTH PLACE = RR4

THESE NUMBERS WILL BE COMMUNICATED BY RC OR UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight 1

Match	Boats	Blue	Boats	Yellow
1	4	RR4	1	RR1
2	2	RR2	3	RR3

Flight 2

Match	Boats	Blue	Boats	Yellow
1	1	RR1	3	RR3
2	2	RR2	4	RR4

Flight 3

Match	Boats	Blue	Boats	Yellow
1	3	RR3	4	RR4
2	1	RR1	2	RR2

STAGE 3: TOP 2 ROUND ROBIN (FINALS)

TEAM NUMBERS IN STAGE 3 WILL BE THE FINISH POSITIONS OF EACH TEAM IN STAGE 2.

FIRST PLACE = SF1 SECOND PLACE = SF2

THESE NUMBERS WILL BE COMMUNICATED BY RC OR UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight 1

Match	Boats	Blue	Boats	Yellow
1	2	SF2	1	SF1

Flight 2

Match	Boats	Blue	Boats	Yellow
1	1	SF1	2	SF2

Flight 3

Match	Boats	Blue	Boats	Yellow
1	2	SF2	1	SF1

Flight 4

Match	Boats	Blue	Boats	Yellow
1	1	SF1	2	SF2

Flight 5

Match	Boats	Blue	Boats	Yellow
1	1	SF1	2	SF2

SI ADDENDUM 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 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 CofC Bosun.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Hiking, unless; (a) sitting on the deck, and (b) using only handrails, winches, jib sheets, spinnaker sheets, mainsheet and boom vang in their ordinary and designed configuration and if used, only held by the hands.
IE: No hiking off loops in sheets or lines.
- 2.6 Moving equipment from its normal stowage position except when being used.
- 2.7 Boarding a boat without prior permission.
- 2.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the CofC Bosun, or, on race days, while 'AP' is displayed ashore.
- 2.9 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, CofC Bosun or OA.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay control lines.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than hand held compass, timers and watches.
- 2.16 left blank
- 2.17 left blank
- 2.18 left blank
- 2.19 Using the spinnaker pole to wing out the foresail.
- 2.20 Marking directly on the hull or deck with permanent ink.
- 2.21 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 as it exits the block on the traveler post, the backstay, and the vang.
- 2.22 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.
- 2.24 Discharge of trash into any waterway.
- 2.25 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.26 Use of any tape that leaves a residue/ use of duct tape
- 2.27 Interfering with commercial shipping and/or fishermen. Be aware of and adhere to the channels.
- 2.30 A breach of SI C 2.21, 2.22, 2.24 and or 2.25 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.

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

- (i) Bosun's chair
- (j) Spare flags
- (k) PFD's when not supplied by the OA
- (l) Vhf Radio

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.

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 CofC Bosun, 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 backstay tension
- 4.3 At the end of each day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks, 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.
- 4.7 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 ADDENDUM D - EQUIPMENT LIST

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 daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

One spinnaker pole

Two spinnaker sheets

One headsail sheet

Tiller extension

Jib cars

Competitor flag set

SAFETY GEAR

Bucket

Dock lines

VHF radio

GROUND TACKLE

Anchor and chain

Anchor line

MOORING LINES and FENDERS

One fender ball

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	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.

SI ADDENDUM F – EVENT SCHEDULE

Date	Time	Event	Location
Saturday, Sept 23	0900	Competitors' Meeting	CofC Sailing Center
	1000	First Attention Signal	
	After racing	Umpire Debrief	CofC Sailing Center
Sunday, Sept 24	0900	Competitors' Meeting	CofC Sailing Center
	1000	First Attention Signal	
	1600	No start after time	
	Awards will follow racing		CofC Sailing Center

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