



StFYC Match Race Invitational

St. Francis Yacht Club

April 13-14, 2013

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organizing 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. In the event of a conflict between the NOR and SI, the SI shall prevail. This changes RRS 63.7.
 - (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.2 All competitors are required to wear a life jacket or other personal flotation device. RRS 40 is changed as follows: The “Y” flag will not be displayed.
- 1.3 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.”
- 1.4 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 Appendix 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 rule 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 Appendix E is appropriate, they shall act under rule C8.4.”
- 1.5 Add C7.2(g): “If the first boat has finished and the second boat has an outstanding penalty, the umpires may cancel the outstanding penalty.”

2 ENTRIES and ELIGIBILITY

- 2.1 Skippers are listed in SI Appendix A. Skippers must be members in good standing of StFYC or NHYC.
- 2.2 Skippers shall agree to the damage authorization described below before 0900 Saturday, April 13, 2013 unless extended by the OA.
- 2.3 Skippers shall authorize charges up to \$1,500 to their club account or credit card and complete a Damage Charge Authorization Form at registration. The damage authorization is the limit of liability of each skipper for each incident. In the event that a charge is made to the skipper’s account, the skipper shall increase the damage authorization to the original value to continue racing.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless fault is otherwise determined by application of the rules by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm except in an emergency.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the hallway adjacent to the side (regatta) entrance of the St. Francis Yacht Club.
- 3.2 Signals made ashore will be displayed from the St. Francis Yacht Club Race Deck. When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in the Race Signal AP.
- 3.3 Skippers shall attend the skippers' meetings, which will be at 0900 on April 13, 2013, unless excused by the OA.
- 3.4 The RC may make VHF radio broadcasts on Channel 69. In emergencies, to report damage, or in response to a request from the RC, competitors may contact the RC on this VHF channel.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be signed by the RC and posted not later than 0930 hours on April 13, 2013.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in J22 type boats and sails supplied by the OA. Add RRS 62.3: "Variations between supplied boats or sails shall not be grounds for redress."
- 5.2 The sail combination to be used will be signalled from the RC signal boat with or before the warning signal. The signals shall have the following meanings:

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

If the wind reaches a sustained 22 knots for more than two (2) minutes, the RC will fly Code Flag T.

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D. Add to RRS C6.2 "(e) SI Appendix C 1.17, 1.18 or 1.20". Add to RRS C8.3 "(d) broken SI Appendix C 1.17, 1.18, or 1.20"

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boat assignments shall be made by random drawing by the RC and provided at or before the skippers' meeting.

7 CREW REQUIREMENTS

- 7.1 Boats shall be sailed by crews of three or four, including the skipper, with a maximum total weight of 750 lbs. Each yacht club shall field crew for four boats, of which at least three sailors shall be female. One boat from each team shall be skippered by a sailor that fulfils the following specification: 20≤ years old, 40≤ years old, 60≤ years old, and Flag Officer.
- 7.2 No Group 3 competitors, per the ISAF Classification Code, shall participate as skipper or crew.

8 PAIRINGS, FORMAT, SCORING

- 8.1 The pairing lists will be provided at or before the skippers' meeting.
- 8.2 The number of matches to be sailed will be determined by the RC.
- 8.3 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.4 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.
- 8.5 The RC intends to run two Round Robins (32 races) and three intradivision races (12 races) on Saturday. On Sunday, the RC will attempt to complete any incomplete match races, followed by one fleet race. The fleet race will use the same Course Configuration, with longer legs. The fleet race must be helmed by a crew member other than the skipper.
- 8.6 Match racing will be scored in accordance with Appendix C3. For the fleet race, the sum of each yacht clubs' finishing places will be added together and the team with the least points will earn two points towards their final score. If a tie in the cumulative points for each team occurs, both teams will earn one point.
- 8.7 The winning yacht club will have the most cumulative points earned by each of their boats in the round robins, head to head, and fleet races.

9 RACING AREA

The intended racing area will be the City Front, in the proximity of the StFYC. The RC may change the intended racing area.

10 COURSE

10.1 (a) Course Configuration (not to scale)

Mark WP o o Mark WS

Mark L o

Start/Finish Line o ----- () Signal boat

For purposes of RRS C7.2, the leg between Mark WP and Mark WS, if any, shall be considered a leg of the course to the windward mark.

(b) Course signals and course to be sailed

Course signals will be displayed from the bow of the RC boat at or before the warning signal.

No red flag means round Marks WP and WS to starboard.

Red flag at bow of RC boat means round Marks WS and WP to port.

Mark L will always be rounded to starboard

<u>Signal</u>	<u>Course</u>
No Signal	Start - WP - WS - L - WP - WS - Finish
Red Flag	Start - WS - WP - L - WS - WP - Finish

(c) Description of Marks

The RC boat will be identified by an orange start/finish line flag.

The start/finish line mark will be an orange/red spherical buoy.

Marks WP, WS and L shall be yellow inflatable cones.

Marks WP and WS may be laid together.

10.2 Starting/Finishing Line

The start/finish line will be a straight line between the course sides of the staff with an orange flag on the RC boat and the start/finish line mark.

10.3 Course Limits

For safety reasons, each of the lines bounded by the following two points is an obstruction:

- The southern end of the StFYC Marina entrance Wave Attenuator and the closest point ashore.
- The northern end of the StFYC Marina entrance Wave Attenuator and the closest point ashore.
- The "H" Beam piling (located approximately 200 yards west of the St. Francis YC) and the closest point ashore.
- Anita Rock Light (Light List 4290) and the closest point ashore.
- Anita Rock Light (Light List 4290) and a yellow buoy marked "AR" (located approximately 100 yards north-west of the Anita Rock Light).
- The yellow buoy marked "AR" (located approximately 100 yards NW of Anita Rock Light) and the closest point ashore.

Boats are prohibited from sailing across any of these lines while racing.

10.4 Signals

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

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 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 signal boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall 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.

12 STARTING PROCEDURE

- 12.1 Match warning signals will be numerical pennants indicating the match number to be started.
- 12.2 The current flight number will be displayed on the RC boat with a number board.
- 12.2 The attention signal will be displayed seven (7) minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

The position of Mark W will not be changed after the preparatory signal for the first match in a flight.

14 TIME LIMIT

A boat that does not finish within five (5) minutes after her opponent has completed the course and finished will be scored L (loss) and receive no (0) point. This changes RRS 35 and A5.

15 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, however caused.

SI APPENDIX A – LIST OF ELIGIBLE SKIPPERS

Team	Skipper	Boat
NHYC Flag	John Fuller	1
StFYC Flag	Sean Svendsen	3
NHYC 60≤	George Twist	4
StFYC 60≤	Bruce Stone	6
NHYC 40≤	Dennis Durgan	7
StFYC 40≤	Craig Healy	8
NHYC 20≤	Michael Menninger	9
StFYC 20≤	Shawn Bennett	10

SI APPENDIX B – SCHEDULE OF EVENTS

Schedule

Subject to change by the OA. See front entrance bulletin board to confirm room locations.

Friday, April 12

1200-1700 Registration and weigh-ins
1200-1700 Boats available for practice

Saturday, April 13

0830-0900 Registration and weigh-ins
0900 Skippers' meeting, meeting with umpires
1030 Racing begins
After Racing Umpires' debrief & dinner at StFYC

Sunday, April 14

0930 Skippers' meeting
1030 Racing begins
After racing Umpires' debrief & awards at StFYC

SI APPENDIX C – HANDLING BOATS

1 Prohibited Items and Actions

Except in an emergency or in order to prevent damage or injury, or when directed by the OA, RC or an umpire otherwise, the following are prohibited:

- 1.1 Any additions, omissions or alterations to the equipment supplied.
- 1.2 Using any equipment for a purpose other than that intended or specifically permitted.
- 1.3 Replacing any equipment without the sanction of the RC.
- 1.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 1.5 Moving equipment from its normal stowage position except when being used.
- 1.6 Boarding a boat without prior permission.
- 1.7 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.
- 1.8 Hauling out a boat or cleaning surfaces below the waterline.
- 1.9 Attaching lines to the fabric of spinnakers.
- 1.10 Perforating sails, even to attach tell tales.
- 1.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 1.12 Using a winch to adjust the mainsheet, backstay or vang.
- 1.13 Using a reef line as an outhaul.
- 1.14 Using electronic instruments other than compass and watches.
- 1.15 Using the spinnaker pole to wing out the foresail.
- 1.16 Marking directly on the hull or deck with permanent ink.
- 1.17 After the starting signal and while sailing close hauled for more than a few seconds, controlling the main boom position by using anything other than the mainsheet as it exits the block on the traveler, and the vang.
- 1.18 Using the shrouds (including any inner shrouds) above the lower turnbuckle to facilitate tacking or gybing, or to aid the projection of a crewmember outboard.
- 1.19 Attaching the spinnaker pole end to the shrouds.
- 1.20 Attaching the blue/yellow boat identifier flag anyplace other than the port backstay, just above the deck.

2 Permitted Items and Actions

The following are permitted.

- 2.1 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 pencils;
 - (e) tell tale material;
 - (f) watch, timers and hand held compass;
 - (g) shackles and clevis pins;
 - (h) velcro tape;
 - (i) spare flags; and
 - (j) VHF radio.
- 2.2 Using the items in 2.1 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 RRS Appendix C6; and

- g) use the VHF to receive instructions from the RC or to contact the RC.
- 2.3 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.
- 2.4 Changing the number of mainsheet purchases.

3 Mandatory Items and Actions

The following are mandatory.

- 3.1 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.
- 3.2 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) using backstay control lines under slight tension to secure tiller
- 3.3 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.
- 3.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 3.5 A breach of items 3.2 and 3.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX 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 damage report.

Sails and Sailing Equipment

- Mainsail and set of battens
- Jib
- Spinnaker
- One winch handle
- Two winch handle holders
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Jib cars
- Competitor flag set

Safety Gear

- First aid kit
- Bucket and sponge
- Flares
- Type IV throwable PFD
- Four adult PFDs
- Bilge pump
- Paddle
- Tow line
- Anchor with chain and line
- VHF Radio

Mooring Lines and Fenders

- Three mooring lines
- Two fenders

SI APPENDIX E - PENALTIES FOR DAMAGE

RRS C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This Appendix explains how damage will be assessed and gives general guidance on the appropriate penalty. When the PC 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.