



US MATCH RACING CHAMPIONSHIP for the Prince of Wales Bowl



ORGANIZING AUTHORITY – US SAILING

AREA GHJL QUALIFIER #1

St. Francis Yacht Club

April 12 & 13, 2014

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 the current *rules* as defined in the 2013 - 2016 Racing Rules of Sailing (RRS), RRS Appendix C, and the 2013 USMRC Conditions for this regatta.
- 1.2 Conflicts between the Conditions for this regatta and the Notice of Race (NOR) will be resolved in favor of the Conditions. If there is a conflict between the NOR and the Sailing Instructions (SIs), it will be resolved in favor of the SIs. This changes RRS 63.7.
- 1.3 Competitors in US Sailing championships or qualifiers for US Sailing championships shall wear a U.S. Coast Guard (USCG) approved personal floatation device (PFD) while on the water, other than for brief periods while adding or removing clothing. Competitors from outside the U.S. may wear a PFD approved by their National Authority.
- 1.4 US SAILING Prescriptions shall apply, except those that apply to Rules 60, 63.2 and 63.4 shall not apply.
- 1.5 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.
- 1.6 The Rules for Handling Boats (SI Appendix C) apply to this event and any practice sessions, practice races and sponsor races. Class rules will not apply.
- 1.7 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.
- 1.8 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.

1.9 US Sailing Regulation 10.01(c) Prohibited Substances applies:

- (a) No competitor shall use, either on or off the water: marijuana or any other controlled substance (as defined in 21 U.S. Code 802), the possession of which is unlawful under 21 U.S. Code 841.
- (b) For Junior and Youth events or for junior or youth competitors in any US Sailing championship, no competitor shall use, either on or off the water, alcoholic beverages (distilled spirits, wine, and beer, each as defined in Chapter 51 of the U.S. Internal Revenue Code and intended for beverage use).
- (c) An alleged breach of one of these regulations shall not be grounds for a protest. However, when the protest committee believes that a competitor may have breached one of these regulations, it shall follow the process described in racing rule 69.1 and a competitor found to have breached one of these regulations shall be excluded from the remaining races in the series, and where applicable removed from the regatta venue and sent home. The competitor's boat shall be treated as if did not start in all races in the series.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers invited are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay the entry fee of \$300 (\$250 plus original \$50 application fee) by March 22, 2014, deposit \$1500 for initial damage deposit and complete crew weigh-in, before 0840 on April 12, 2014, unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. 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 Skippers are responsible for damage or loss to their boats unless responsibility is otherwise assigned by the umpires or PC. Damage that occurs during practice will be divided equally among boats involved. 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 an original crewmember to substitute.
- 2.7 When a registered crewmember 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 on the Official Regatta Notice Board located in the hallway adjacent to the side (Regatta) entrance of the St. Francis YC.
- 3.2 Signals made ashore will be displayed from the flagpole located on the St. Francis YC 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 Competitors' Briefings to be held at 0845 on Saturday and 0845 on Sunday, unless excused by the OA. The first meeting with the umpires will follow the Saturday Briefing.
- 3.4 Umpires will provide daily debriefings following the completion of racing on both race days.

- 3.5 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. All teams are requested to tune their VHF radios to channel 69 between stages as the RC may broadcast pairing information for the next stage. Failure to receive these broadcasts will not be grounds for redress. The umpires may also provide this pairing information to the competitors verbally.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 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.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 4.3 Amendments made afloat will be signaled 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 (a) The event will be sailed in J-22 type boats supplied by the OA.
(b) The sails to be used will be allocated by the RC.
(c) Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 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
Code Flag T	Mainsail, Jib (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 assigned by random drawing by the RC. These assignments are shown in Appendix B. These assignments will not be grounds for redress. This changes RRS 62.
- 6.3 For Sunday racing, each skipper will sail the next higher numbered boat and the skipper that sailed the highest numbered boat on Saturday will sail the lowest numbered boat.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be four (4). A crew list shall be named at event registration and all registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg (771.6 lbs), determined at the time of registration or such other times as required by the RC.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 The racing days are scheduled as April 12, 2014 and April 13, 2014.
- 8.3 The latest time for an attention signal on the last day of racing will be at the discretion of the RC.
- 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 is 1030 hours on Saturday and 1030 hours on Sunday.
- 8.7 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8 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 RACING AREA

The intended racing area will be on the City Front, adjacent to 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----- ()

(b) Course signals and course to be sailed

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

<u>Signal</u>	<u>Course</u>
Green	Start - WP - WS - L - WP - WS - Finish
Green + S	Start - WP - WS - Finish
Red	Start - WS - WP - L - WS - WP - Finish
Red + S	Start - WS - WP - Finish

If Green Flag is displayed, Marks WP and WS shall be rounded to starboard.

If Red Flag is displayed, Marks WS and WP shall be rounded to port.

Mark L will always be rounded to starboard.

Marks WP and WS may be laid together.

(c) **Description of Marks**

The RC boat will be a StFYC RC boat displaying an orange start/finish line flag.

WP, WS, and L will be yellow inflatable marks.

Replacement mark W (see SI 13) will be a red inflatable mark.

The starting/finishing line mark will be an orange/red spherical buoy.

10.2 Starting/Finishing Line

The starting/finishing 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.

10.3 Course Limits

(a) Boats shall not pass through the areas bound by the following objects and the closest point ashore:

(i) The "H" Beam (located approximately 200 yards west of the St. Francis YC)

(ii) Anita Rock and its buoy

(b) The above-mentioned areas are defined as obstructions.

(c) A boat that breaks this SI may not correct her error per RRS 28.1. This changes RRS 28.1.

(d) A breach of this SI is not open to protest by boats, but is subject to action by umpires in accordance with RRS C8.2. This changes RRS 60.1, RRS C6.2 and RRS C8.2.

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 only to that match.

10.5 Commercial Vessels

Boats shall not impede the passage of commercial vessels and shall comply with the USCG International Inland Navigation Rules.

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 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.

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 numeral pennants indicating the match number to be started.

12.2 The flight number will be displayed on the RC signal boat with numeral plaques.

12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a red replacement mark W. The replacement mark W will replace mark WP if a green course flag has been displayed or mark WS if a red course flag has been displayed. The other windward mark, WS or WP respectively, may be moved to maintain an appropriate course configuration.
- 13.2 Subsequent changes will revert to the original mark.
- 13.3 **Change of Course Signals** (amends RRS 33 and Race Signals)
- (a) Flag C and a board means: The windward mark has been moved. Sail to a red mark located at a magnetic compass bearing displayed on the board, or to the original yellow mark if it is a subsequent change.
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant(s) displayed with the C flag.
- 13.4 **Signaling vessel**
- (a) When a change of course is signaled for the first leg, it 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 signaled after the first leg it will be displayed from 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 COACH BOATS

- 15.1 This is a Grade 1 Coaching event as defined by US Sailing:
http://championships.ussailing.org/Adult/Coaching_and_Support_Vessels.htm
- 15.2 Coach boats shall conspicuously display team identification. The skipper's club burgee is acceptable.
- 15.3 Any interference by a coach boat with the racing or event organization may result in a penalty applied by the Protest Committee to the appropriate skipper or team. Penalties are at the discretion of the Protest Committee. This changes Rule 64.1.

16 SPARE

17 PRIZES

The top finishing team from this Qualifying Event not already qualified for the Finals will be awarded an invitation to the USMRC Finals to be held on San Francisco Bay at the St. Francis Yacht Club on October 3-5, 2014.

18 CODE of CONDUCT

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.

- 18.3 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:
- 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 M4).
- 18.4 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.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19 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 APPENDIX A - ELIGIBLE SKIPPERS

SKIPPERS:

- A. **Shawn Bennett**
- B. **Jackson Benvenuti**
- C. **Nicole Breault**
- D. **Landon Gardner**
- E. **Payson Infelise**
- F. **Russ Silvestri**
- G. **Bruce Stone**
- H. **Jack Thompson**

SI APPENDIX B – EVENT FORMAT AND SCHEDULE OF RACES

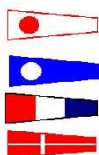
EVENT FORMAT

1. **First Stage**
All skippers will sail a round robin.
2. **Second Stage**
All skippers will sail a round robin.

SATURDAY BOAT ASSIGNMENTS

Boat	Skipper
2	Landon Gardner
3	Jackson Benvenuti
4	Payson Infelise
5	Bruce Stone
6	Shawn Bennett
7	Nicole Breault
8	Russ Silvestri
9	Jack Thompson

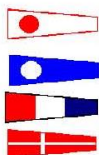
ROUND ROBIN 1 - SATURDAY - PAIRING LIST



Match	1		2		3		4		5		6		7	
1	7	4	4	6	2	7	9	5	5	2	8	6	9	8
2	6	5	2	8	9	4	7	3	6	9	9	7	7	6
3	3	8	3	9	8	5	6	2	8	7	4	2	5	4
4	2	9	7	5	6	3	8	4	4	3	5	3	3	2

Blue/Left Column = Port Entry
Yellow/Right Column = Starboard Entry

ROUND ROBIN 2 - SATURDAY - PAIRING LIST



Match	1		2		3		4		5		6		7	
1	4	7	6	4	7	2	5	9	2	5	6	8	8	9
2	5	6	8	2	4	9	3	7	9	6	7	9	6	7
3	8	3	9	3	5	8	2	6	7	8	2	4	4	5
4	9	2	5	7	3	6	4	8	3	4	3	5	2	3

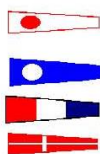
Blue/Left Column = Port Entry
Yellow/Right Column = Starboard Entry

The above pairing tables apply to Saturday only. Revised tables will be supplied on Sunday.

SUNDAY BOAT ASSIGNMENTS

Boat	Skipper
3	Landon Gardner
4	Jackson Benvenuti
5	Payson Infelise
6	Bruce Stone
7	Shawn Bennett
8	Nicole Breault
9	Russ Silvestri
2	Jack Thompson

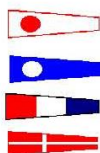
ROUND ROBIN 1 - SUNDAY PAIRING LIST



Match	1		2		3		4		5		6		7	
1	8	5	5	7	3	8	2	6	6	3	9	7	2	9
2	7	6	3	9	2	5	8	4	7	2	2	8	8	7
3	4	9	4	2	9	6	7	3	9	8	5	3	6	5
4	3	2	8	6	7	4	9	5	5	4	6	4	4	3

Blue/Left Column = Port Entry
Yellow/Right Column = Starboard Entry

ROUND ROBIN 2 - SUNDAY - PAIRING LIST



Match	1		2		3		4		5		6		7	
1	5	8	7	5	8	3	6	2	3	6	7	9	9	2
2	6	7	9	3	5	2	4	8	2	7	8	2	7	8
3	9	4	2	4	6	9	3	7	8	9	3	5	5	6
4	2	3	6	8	4	7	5	9	4	5	4	6	3	4

Blue/Left Column = Port Entry
Yellow/Right Column = Starboard Entry

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 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.

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;
- 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
- 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.
- 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; and
 - (c) releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.
- 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 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

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.