



US MATCH RACING CHAMPIONSHIP for the Prince of Wales Bowl

ORGANIZING AUTHORITY – US SAILING

AREA GHJL QUALIFIER #3

San Francisco Yacht Club

July 9 & 10, 2011

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee
OA – organizing authority
RRS – racing rules of sailing
NOR – notice of race

RC – race committee
NA – national authority
SI – sailing instructions

1. RULES

- 1.1. The event will be governed by the current *rules* as defined in the 2009 - 2012 RRS, RRS Appendix C, and the 2011 USMRC Conditions for this regatta. US SAILING Prescriptions shall apply, except those that apply to Rules 60, 63.2 and 63.4 shall not apply.
- 1.2. If there is a conflict between the NOR and SIs, it will be resolved in favor of the SIs. This changes RRS 63.7.
- 1.3. All competitors in this event shall wear, while on the water, other than for brief periods while changing clothes, a competitor supplied PFD approved by the competitor's member national authority (MNA). The penalty for breaking this rule shall be a one point deduction in the round in which it occurs. This changes RRS 40, the Preamble to Part IV, and 64.1.
- 1.4. 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.
- 1.5. 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.
- 1.6. 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.

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 have completed registration and paid the entry fee of \$350 (\$300 plus original \$50 application fee) by June 18, 2011, and shall deposit \$1000 for initial damage deposit and complete crew weigh-in, before 0930 on July 9, 2011, 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 Each skipper is responsible for the damage or loss to his/her boat unless responsibility is otherwise assigned by the umpires or PC. Damage that occurs during practice will be divided equally between the 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 on the deck adjacent to the South entrance of The San Francisco YC.
- 3.2 Signals made ashore will be displayed from the flagpole located on the lawn adjacent to the West side of The San Francisco YC Clubhouse. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 60 minutes" in the Race Signal AP.
- 3.3 Skippers shall attend the Competitors' Briefings to be held at 0930 on July 9, 2011 and 0930 on July 10, 2011, unless excused by the OA.
- 3.4 Umpires will provide daily debriefings following the completion of racing on both race days.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SIs made ashore will be posted by at least 1000 each race day 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.
- (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. This assignment 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 three (3) or four (4). 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 275 kg, 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 July 9, 2011 and July 10, 2011.
- 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 the event at any time 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.
- 8.6 The intended time of the first attention signal each day is 1100. (This changes NOR 9.1.).
- 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 racing area will be set on the Berkeley Circle. The RC may change the intended racing area.

10 COURSE

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

Mark W o

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.

Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start – W – L – W – Finish
Flag S	Start – W – Finish

(c) **Description of Marks**

The RC boat will display an orange flag for the starboard end of the starting line.

Marks W and L will be large red inflatable marks.

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

The starting/finishing line mark will be a smaller red inflatable mark.

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 **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.

10.4 **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 replacement mark W (See SI 10.1(c)).

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 different colored mark (see SI 10.1(c)) located at a magnetic compass bearing displayed on board.
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

13.4 Signaling vessel

- (a) When a change of course is made for the first leg, the signal 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 Coach boats shall conspicuously display team identification. The skipper’s club burgee is acceptable.
- 15.2 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 principal prizes are invitations to the Group GHJL Semifinals for US Match Racing Championship (USMRC) to be held at the Newport Harbor Yacht Club in Corona Del Mar, California on August 20 and 21, 2011. The top two finishing skippers, not otherwise qualified, will be invited to compete at the Group GHJL Semifinals. Other competitors may be invited based on their Group GHJL Qualifier Series Scores.

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 MR13).
- 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, the host Club, and their associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI APPENDIX A - ELIGIBLE SKIPPERS

SKIPPERS:

- A. Nevin Snow**
- B. Andrea Cabito**
- C. Chris Nesbitt**
- D. Chuck Eaton**
- E. John Horsch**
- F. Carson Reynolds**
- G. Brandon Wood**
- H. Shala Lawrence**

SI APPENDIX B

Saturday Bow	Sunday Bow	Skipper
1	2	Snow
2	3	Cabito
3	4	Nesbitt
4	5	Eaton
5	6	Horsch
6	7	Reynolds
7	8	Wood
8	1	Lawrence

PAIRING SHEETS FOR SATURDAY

Round Robin #1

Flight >	1		2		3		4		5		6		7	
Entry >	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd
Match 1	8	5	5	7	3	8	2	6	6	3	1	7	2	1
Match 2	7	6	3	1	2	5	8	4	7	2	2	8	8	7
Match 3	4	1	8	6	1	6	7	3	1	8	5	3	6	5
Match 4	3	2	4	2	7	4	1	5	5	4	6	4	4	3

Round Robin #2

Flight >	1		2		3		4		5		6		7	
Entry >	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd	Port	Stbd
Match 1	5	8	7	5	8	3	6	2	3	6	7	1	1	2
Match 2	6	7	1	3	5	2	4	8	2	7	8	2	7	8
Match 3	1	4	6	8	6	1	3	7	8	1	3	5	5	6
Match 4	2	3	2	4	4	7	5	1	4	5	4	6	3	4

NEW PAIRING SHEETS FOR SUNDAY WILL BE ISSUED AT THE COMPETITORS' MEETING

USI 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 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 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.