

US WOMEN'S MATCH RACING CHAMPIONSHIP

for the Allegra Knapp Mertz Trophy



ORGANIZING AUTHORITY: US SAILING
HOST: ST. FRANCIS YACHT CLUB



September 12 -16, 2012
San Francisco, CA.



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 2009-2012 RRS, including Appendix C.
 - (b) The rules for Handling Boats (SI Attachment C), which also apply to any practice sailing. Class rules will not apply.
 - (c) US Sailing Regulation 17. Procedures for Protected Competitions (SI Attachment F).
 - (d) The US Sailing Women’s Match Racing Championship (USWMRC) Conditions, located at <http://championships.ussailing.org/Adult/USWMRC.htm>.
- 1.2 If there is a conflict between the following documents, the following precedence (first to last) will apply: SI Attachment F, other SI clauses, the NOR, the USWMRC Conditions. This replaces RRS 63.7.
- 1.3 All competitors in this event shall wear a competitor-supplied U.S. Coast Guard (USCG) approved personal flotation device (PFD) while on the water, other than for brief periods while adding or removing clothing. The “Y” flag will not be flown. This changes RRS 40 and the Preamble to Part IV.
- 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 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 Attachment 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 Attachment 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 Attachment A.
- 2.2 Skippers intending to represent the United States in the Nations Cup, should they qualify to do so at this event, must be holders of a US passport, must not be currently representing another MNA,

and must be a member of US Sailing. Be certain to read the USMRC Conditions, available on-line at the regatta web site: <http://championships.ussailing.org/Adult/USWMRC.htm>.

- 2.3 To remain eligible the entire crew shall complete registration, deposit \$1500 or authorize a charge of \$1,500 against the skipper's credit card for the initial damage deposit, and complete crew weigh-in before 1200 on September 13, 2012, unless extended by the OA.
- 2.4 The damage deposit is the limit of liability of each skipper for any one incident. In the event that a deduction is made from the deposit, the OA may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.
- 2.5 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.
- 2.6 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.7 When a registered skipper is unable to continue in the event, the OA may authorize an original crewmember to substitute.
- 2.8 When a registered crewmember is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.
- 2.9 All coaches must register with the OA during the registration period.

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 1830 on Wednesday, September 12, and at 0900 Thursday through Sunday, September 13-16, unless excused by the OA. The first meeting with the umpires will immediately follow the Thursday morning Briefing.
- 3.4 Skippers shall attend a press conference on each day that they race, starting at approximately 30 minutes after the last race of each day.
- 3.5 Umpires will provide daily debriefings following the completion of the press conference on all race days.
- 3.6 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 either verbally or by VHF.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SIs made ashore will be posted by 0930 on the day that they take effect, and will be signed by the RC.
- 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, by VHF, 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 will be issued each day at the Competitors' Briefing. These assignments will not be grounds for redress. This changes RRS 62.
- 6.3 Boats shall not be taken for practice until registration is complete, including paying the damage deposit, and each team should take the boat that is assigned to them for racing that day.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be four (4), all of whom shall be women. 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 272 kg (600 lbs), determined at the time of registration and at such other times as required by the RC.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format is described in SI Attachment B. The pairing sheets will be distributed each day at the Competitors' Briefing. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two skippers:
 - (a) They will alternate assigned ends for each match, as indicated in the pairing sheets.
 - (b) When the series has been decided, further matches between these two will not be sailed.
 - (c) crews will exchange boats after odd matches of the series.
- 8.3 The racing days are scheduled as September 13, 2012 to September 16, 2012.
- 8.4 The latest time for an attention signal on the last day of racing will be 1500 hours..
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 (a) 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.

(b) Add RRS C10.3(b): 'A single round robin must be completed to constitute a championship.'

- 8.7 The intended time of the first attention signal is 1200 hours on Thursday and 1000 hours on Friday through Sunday.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 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.
- 8.10 When, in a knock-out series, the winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised orally by an umpire.

9 RACING AREA

The racing area will be set on the City Front. 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. (This changes USWMRC Conditions)

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 white inflatable marks.

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

The starting/finishing line mark will be an orange inflatable cone.

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) While racing, no part of a boat's hull shall cross the imaginary straight line between the following objects and the closest point ashore (See diagram in Attachment G):
 - (i) The "H" Beam (located approximately 200 yards west of the St. Francis YC).
 - (ii) Anita Rock and its buoy.
- (b) These lines rank as obstructions and are the limits of safe pilotage for the purposes of Part 2 of the RRS.
- (c) A breach of this SI is not open to protest by boats. It is subject to action by umpires in accordance with RRS C5.4 (Black Flag Disqualification). This changes RRS C6.2 and RRS C8.2.

10.4 Abandonment and Shortening

- (a) After the starting signal the RC may shorten or abandon 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 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 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 an orange 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

- (a) This event is designated as a US Sailing Grade 1 Coached event. Details available online at: http://championships.ussailing.org/Adult/Coaching_and_Support_Vessels.htm
- (b) Coach boats shall conspicuously display identification of the team being coached. A coach boat is any boat that is under the direction or control of a person gathering information or giving material support for the benefit of particular competitors either on the water or off.
- (c) The organizers will provide berths for coach boats.
- (d) Any interference by a coach boat with the racing or event organization may result in a penalty applied at the discretion of the protest committee to the appropriate skipper or team.

16 MEDIA, IMAGES AND SOUND

16.1 If required by the OA:

- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

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

17 PRIZES

17.1 Perpetual Trophies will be awarded for first and second place: The Allegra Knapp Mertz Trophy, emblematic of the U.S. Women's Match Racing Championship; and the Mrs. Charles Francis Adams Memorial Trophy, emblematic of the Runner-up position.

17.2 US Sailing medals will be awarded to the skippers and crews placing first through third. Only a US citizen may be declared US National champion.

17.3 The highest placing skipper meeting the Nations Cup conditions of eligibility as stated in the USWMRC Conditions 17.2 will be eligible to represent the USA in the 2012 Women's Nations Cup Series.

17.4 The winning skipper will be awarded an automatic invitation to the 2013 Buddy Melges Challenge.

18 CODE of CONDUCT

18.1 Prohibited Substances

- a. US Sailing's Regulations 10.01C apply at all levels of competition as follows:
 - i. For adult US Sailing championship events, 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.
 - ii. For Junior and Youth events or for junior or youth competitors in any US SAILING championship, no participant or 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, or 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).
- b. 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 of the series and, where practicable, removed from the regatta venue and sent home. The competitor's boat shall be disqualified from all races of the series.

18.2 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.

18.3 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Attachments C and D.

18.4 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).

18.5 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.

18.6 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.

Contact Info:

PRO – Bartz Schneider (775) 848-5545
Chief Umpire – Sandy Grosvenor
USWMRC Chair – Suzy Leech

SI ATTACHMENT A - ELIGIBLE SKIPPERS

SKIPPERS:

Andrea Cabito

Clerc Cooper

Genevieve Tulloch

Nicole Breault

Sandy Hayes

Shala Lawrence

SI ATTACHMENT B – EVENT FORMAT AND SCHEDULE OF RACES

EVENT FORMAT

Stage 1 – Double Round Robin

(a) All skippers will sail a double round robin, with each skipper sailing every other skipper twice.

Stage 2 – Semi-Finals

(a) The skipper finishing first in Stage 1 will race against the skipper finishing fourth. The skipper finishing second will race against the skipper finishing third. The first skipper to score at least three points will be the winner of each Semi-Final match.

(b) Concurrently, the skipper finishing fifth will race the skipper finishing sixth. The first skipper to score at least three points will be awarded fifth place.

Stage 3 – Finals

(a) The two winning skippers from the Semi-Final matches will race each other in the Finals. The first skipper to score at least three points will be scored the winner of the event. The losing skipper will be scored second in the event.

(b) Concurrently, the two losing skippers from the Semi-Final matches will race each other. The first skipper to score at least two points will be scored third in the event. The losing skipper will be scored fourth in the event.

SCHEDULE OF RACES

Pairing sheets for Stage 1 will be issued at the Competitors' Briefing. Pairing sheets for Stages 2 and 3 will be issued prior to the start of that stage.

SI ATTACHMENT 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 ATTACHMENT 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 ATTACHMENT E – MATCH RACING PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Attachment 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 ATTACHMENT F - REGULATION 17. PROCEDURES FOR PROTECTED COMPETITIONS

17.1. US Sailing Regulation 12.03 Protected Competitions, will be in effect for this event, as follows. US Sailing shall ensure that the Organizing Authority includes the following rules and procedures in the Notice of Race and the Sailing Instructions for a Protected Competition:

a) The US Sailing prescriptions to rules 60, 63.2, and 63.4 shall apply to a Protected Competition, except that the words "when practicable" in the first sentence of the prescription to rule 63.4 are deleted.

b) Protest committees shall include 20% "sailor-athlete" representation. "Sailor-athlete" has the meaning of "athlete" set forth in USOC Bylaw, Section 8.8.2 (the 10-year rule) or Level A or B Sailor-Athlete as defined by US Sailing Sailor Athlete Council (SAC) Bylaws 3.3.1 and 3.3.2 (except that the US Sailing member class referred to in SAC Bylaw 3.3.2.3 shall be an international class recognized by ISAF at the time of the sailor-athlete's qualification).

c) The right of appeal will not be denied under rule 70.5 (a), (b), or (c), but an expedited appeal process may be used that balances the needs of the competitor for certainty with respect to berths in future competitions and sufficient time to prepare the arguments and evidence for the appeal.

d) Any boat that is a party to a redress hearing may be represented by up to two individuals.

e) If a hearing is scheduled after the event is concluded and after the sailors and officials have left the venue, it will be scheduled as soon as possible, and in a place and manner chosen with deference to the competitor's preferences or circumstances; and parties to the hearing have the right to be present telephonically or via video feed as appropriate, provided all participants can hear and speak to each other.

17.2. The following rule changes shall be made:

a) Rule 65.2 is changed as follows: "seven days" is changed to "24 hours"; and "promptly" is changed to "within 24 hours".

b) Rule 66 is deleted and replaced by:

Rule 66 REOPENING A HEARING

i. The protest committee may reopen a hearing when it decides that it may have made a significant error, or when significant new evidence becomes available within a reasonable time. However, if an appeal of its decision has been sent to the national authority, the hearing shall not be reopened unless the national authority requires reopening under rule F6 or decides the appeal cannot be considered.

ii. A party to the hearing may ask for a reopening no later than 24 hours after being informed of the decision.

iii. When a hearing is reopened, a majority of the members of the protest committee shall, if possible, be members of the original protest committee.

c) Rule 70.2 is deleted, as permitted in rule 86.3.

d) Rule F1.4 is changed, as permitted in rule 86.3 - The director will forward an appeal of a decision of a protest committee acting under rule 69.1, an appeal of a decision of a protest committee of a US Sailing national championship, a request by such a committee for confirmation or correction of its decision, and an appeal of a decision of a protest committee of a US Sailing Protected Competition (as defined in US Sailing Regulation 12.03) to the US Sailing Appeals Committee.

e) Rule F9, APPEALS OF PROTEST COMMITTEE DECISIONS OR PROCEDURES AT PROTECTED COMPETITIONS will be used, as permitted in rule 86.3.

18. EXPEDITED APPEALS PROCEDURE

18.1. Rule F9 is added as follows:

F9 APPEALS OF PROTEST COMMITTEE DECISIONS OR PROCEDURES AT PROTECTED COMPETITIONS

These provisions may be used as an expedited appeals process for US Sailing Protected Competition, as defined in US Sailing Regulation 12.03 and permitted by Regulation 12.03.02.03.

APPELLANT'S RESPONSIBILITIES

F9.1 An appeal of a protest committee's decision or its procedures shall be sent by e-mail to the US Sailing's Race Administration Director (director) at RaceAdmin@ussailing.org, with a copy to the protest committee chairman.

F9.2 The appeal shall be sent no later than 24 hours after the protest time limit on the last day of the event, or 24 hours after receiving the written decision being appealed or the protest committee's decision not to reopen a hearing, whichever is latest.

F9.3 The appeal shall include:

a) the grounds for the appeal; i.e., why the appellant believes the protest committee's decision or its procedures were incorrect; and

b) the names and e-mail addresses of the parties to the hearing and the chairman of the protest committee.

F9.4 US Sailing charges a fee of \$25 for an appeal by a member of US Sailing or another national authority, and \$75 for all others. The fee must be paid before the appeal will be considered, and can be paid by credit card online or by contacting the director.

US SAILING RACE ADMINISTRATION DIRECTOR'S RESPONSIBILITIES

F9.5 Upon receipt of the appeal, the director will as soon as reasonably possible

a) forward the appeal to the US Sailing Appeals Committee

b) send in a written acknowledgement of the appeal, and

c) send a copy of the appeal to the parties to the hearing and the protest committee chairman unless satisfied that they already have received it.

In the acknowledgement letter, the director will inform the parties and protest committee chairman of the name and contact information of the chairman of the appeals committee.

PROTEST COMMITTEE'S RESPONSIBILITIES

F9.6 The protest committee shall e-mail to the chairman of the appeals committee as soon as reasonably possible the following documents and information:

- a) a copy of the decision being appealed;
- b) the written protest(s) or request(s) for redress;
- c) a diagram if relevant, prepared or endorsed by the protest committee, that conforms to rule F2.2(c);
- d) the notice of race, sailing instructions, any other documents governing the event, and any changes to them, unless previously sent to the appeals committee chairman; and
- e) any other relevant documents.

F9.7 The protest committee shall, within the deadline set by the appeals committee, supply any additional documents, facts or other information when requested to do so by the appeals committee. If directed to do so by the appeals committee, the protest committee shall at the first reasonable opportunity conduct a hearing of the protest or request for redress, or reopen the hearing of the protest or request for redress. The appeals committee may direct the protest committee to conduct a hearing to consider redress for the appellant or other party to the hearing.

COMMENTS

F9.8 The parties to the hearing and the protest committee may make comments on the appeal or on any of the documents listed in rule F9.6 and F9.7. Comments shall be sent by e-mail to the appeals committee, with copies to the parties to the hearing and the protest committee chairman. The comment period for the appeal and each document is 72 hours from the time the appeals committee sends the appeal or document unless the appeals committee sets a different deadline.

APPEALS COMMITTEE'S RESPONSIBILITIES

F9.9 The appeals committee shall send by e-mail to all parties to the hearing, and to the protest committee, copies of all relevant documents and comments it has received, except those supplied by that party or committee.

F9.10 The appeals committee shall accept the protest committee's finding of facts except when it decides they are inadequate. In that case it shall require the protest committee to provide additional facts or other information, or to reopen the hearing and report any new finding of facts, and the protest committee shall do so at the first reasonable opportunity.

SI ATTACHMENT G – DIAGRAM SHOWING RESTRICTED AREAS

