

Stonington Harbor Yacht Club
November 23, 2012 "Black Friday"
Match Racing Regatta

SAILING INSTRUCTIONS

Abbreviations:

PC - protest committee RC - race committee OA - organizing authority NA - national authority
RRS - racing rules of sailing SI - sailing instructions IJ - international jury 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.
- (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing.

1.2 Major Alterations to the RRS:

IN ORDER TO PREVENT COLLISIONS, THE RRS ARE MODIFIED AS FOLLOWS:

(a) A boat may be penalized under Rule 14 even if no damage or injury results. Specifically:
RRS 14(b) is omitted.

RRS C6.1(a) is modified to remove the words "except Rule 14."

RRS C6.2(a) is omitted.

The intent of these changes is to allow umpires to penalize a right of way boat for failure to avoid a collision that she could have avoided, and to allow the use of a Y flag for Rule 14 infractions.

(b) Discipline: In the event of a collision, the OA may ban one or both skippers temporarily or permanently.

(c) 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 RRS 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 Before helming an Ideal 18 in a match race, all skippers must be "certified" by resume, by having successfully completed the SHYC Club Fleet Certification process, or through private coaching by authorized SHYC personnel. Fleet Captain Tucker Bragdon will be the final approving authority regarding skipper qualifications.

2.2 REGISTRATION AND TEAM ASSIGNMENTS

(a) All competitors shall register for the event, and sign the SHYC Liability Waiver Form before

sailing a SHYC Ideal 18.

(b) If you have registered for the event but cannot attend for any reason, cancellation is required before _____ by contacting Tucker/Lauren/Chris?? at the following number _____.

(c) Skippers may elect to sail with either one or two crewmembers, and may change their number of crew between races if time permits. The OA will determine if there is sufficient time to allow a crew change between races. Although the OA will attempt to grant a skipper's crew change request, it is critical that racing stay on schedule so skippers should not automatically assume that all requests will be granted.

(d) Individuals (either crew, skipper) are strongly encouraged to sign up and pickup teams may be created in order to reach a total of fifteen (15) teams.

(2.3) Skippers are liable for the SHYC Insurance Deductible if they cause damage which requires professional repair. The current deductible is \$250

OR

(2.3) Each skipper is responsible for damage or loss to their boat unless responsibility is otherwise assigned by the umpires, PC or OA.

2.4 After the warning signal for a match, the registered skipper shall not leave the helm. except in an emergency.

2.5 When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.

2.6 When a registered crew member is unable to continue in the event, the OA may authorize a substitute or other adjustment.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located adjacent to the SHYC front desk, or communicated orally.

3.2 Skippers shall attend the first briefing (unless excused by the OA), which will be at the SHYC Club House.

3.3 The first meeting with the umpires will be immediately following the first briefing.

4. AMENDMENTS TO SAILING INSTRUCTIONS

4.1 Amendments to the SI made ashore may be posted at the SHYC official notice board prior to the end of the first briefing.

4.2 Amendments mad afloat will be communicated via VHF channel 79.

5. BOATS AND SAILS

5.1 The event will be sailed in Ideal 18 type boats, which will be provided by SHYC. The sails to be used will be provided with each boat.

5.2 Other restrictions or instructions may be given to the teams by the OA or RC.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

6.1 Boats will be identified by sail number.

6.2 Boats may be drawn at the morning meeting or assigned by the OA.

7. CREW MEMBERS, NUMBER AND WEIGHT

7.1 The total number of crew, including skipper, may be either two or three persons. There are no minimum or maximum crew weight limits.

8. EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format and match pairing lists are detailed in SI Appendix A and Appendix B.

8.2 The latest time for a warning signal will be at sunset.

8.3 The number of matches to be sailed will be determined by the RC in consultation with the OA.

8.4 RACE TERMINATIONS

(a) The RC may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one of more competitor has completed less than one-third of the scheduled matches when the entire round robin shall be disregarded and if necessary, the event declared void.

8.5 The intended time of the warning signal for the first match of the first flight is not later than 10:00am. The intent is to start the first flight's races as soon as possible after the skippers meeting concludes.

8.6 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.

8.9 Once all round robin flights have been completed, the top two scored competitors from each flight will advance to the knock-out round. The knock-out round will be either single or double elimination, as determined by the RC in consultation with the OA, based on time remaining until sunset and the existing sailing conditions.

9. RACING AREA

The racing area will be determined by the OA and the RC.

10. COURSE

Course signals will be displayed from the RC boat, at or before the warning signal. Marks W & L shall be rounded to starboard.

No Signal: Start - W - L - W - Finish

S Flag: Start - W - Finish

10.1 Description of Marks

(a) The RC boat, GALATEA, will be identified by flying the blue RC flag, and by the orange

flag on her transom. The starting/finishing line mark will be an orange mark. Mark W will be a yellow mark. Mark L (if used) will be a yellow mark.

10.2 Starting/Finishing Line

(a) The starting/finishing line will be a line between the course side of a starting/finishing mark and an orange flag on the RC boat.

10.3 Course Limits

(a) A diagram of "off-limits" area(s) may be provided to competitors, and or/limit buoys may be laid close to the shore.

(b) No part of a boat shall cross the imaginary straight line between any two adjacent limit buoys on the same side of a course.

(c) No part of a boat shall sail inside any "off limits" area(s) shown in the diagram.

(d) These lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.

(e) There is no penalty for touching these buoys or objects defining these areas.

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

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 skipper/crew may communicate to the OA or RC to report breakdown or damage to their boat, sails, or injury to a crewmember, and request a delay to the next start.

11.2 The time allowed for repairs shall be at the discretion of the RC.

12. STARTING PROCEDURE

This changes RRSC3.1

(a) The starting signal will consist of a 3-minute "Ollie-Box" starting sequence. Boats are not allowed to enter the starting area until the 2-minute signal has sounded. If a boat has not entered the starting area by the time the 1-minute signal sounds, she shall be awarded a penalty by the RC.

13. CHANGE OF POSITION OF THE WINDWARD MARK

13.1 A Replacement Mark W may be set adjacent to the original Mark W.

13.2 **Change of Course Signals** (amends RRS 33 and Race Signals)

(a) When a change of course occurs after the first leg, the change shall be communicated to the competitors by VHF or by the Mark Boat, *ACIS*.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course will be scored DNF. This changes RRS 35 and A5.

15. MEDIA, IMAGES AND SOUND

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

16. CODE OF CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, and shall not behave so as to bring the event into disrepute.
- (b) Boat check-out & check-in procedures must be followed, and competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) The penalty for breaking this SI is at the discretion of the OA and may include exclusion from further participation in the event.

17. 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. All competitors must complete the SHYC Liability Waiver Form before sailing a SHYC Ideal 18.

18. EVENT GRADING

This event is not graded, but the OA and race officials are attempting to emulate an ISAF Grade 5 event.

APPENDICES

SI Appendix A - List of Eligible Skippers and Flight Assignments

SI Appendix B - Event Format and Schedule of Races

EVENT FORMAT: This event will consist of the following stages:

1) First Stage - Round Robin

- (a) There will be three flights of five teams per flight. Each team will race every other team in their flight. Flight one will race all of their round robin races, followed by flight two, and then flight three.
- (b) Competitors will stay in the same boat for all races during the round robin. Teams will be

designated as Yellow and Blue boat in different races, so they will have the opportunity to enter from both ends of the line. There is no guarantee that a team will have equal number of Yellow and Blue starting sequences.

2) Second Stage - Knock Out

(a) The top two scored teams from each of the three flights will advance to a six-team knock-out round. This will be either a single-elimination or double-elimination round, based on existing sailing conditions and on how much time is left until sunset.

(b) The OA will determine the format of the knock-out round, and may change the format, terminate or eliminate any round when conditions do not permit the completion of the intended format.

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 in order to prevent damage or injury, or when directed by an umpire or race official, 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 with 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 Adjusting or altering the tension of standing rigging.
- 2.7 The use of electronic instruments other than watches and VHF.
- 2.8 Marking directly on the hull, deck, or spars with permanent ink.
- 2.9 Discharge of trash into the waterway.

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 4mm diameter or less)
 - (d) watches, timers
 - (e) shackles and clevis pins
 - (f) water bottles
 - (g) PFD
- 3.2 Changing the number of mainsheet purchases.

4. MANDATORY ITEMS AND ACTIONS

SI Appendix D - Equipment List

SI Appendix E - Penalties for damage resulting from contact between boats

Date of Issue: November, 23, 2012

Sailing Instructions Version #1