



U.S. Match Racing Championship Qualifier

June 24-25, 2017

Organized by US Sailing and Annapolis Yacht Club
Hosted by Annapolis Yacht Club
Annapolis, Maryland, USA

Event Website: <http://www.annapolisyc.com/racing/regattas>

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 US Sailing Regulations that govern all US Sailing Championships and Qualifying Events. In particular, Regulations 2, 4.02, 10, 13, and 14.04 apply, although other Regulations may be applicable as well. The US Sailing Regulations can be found at:

<http://www.ussailing.org/wp-content/uploads/DARoot/Bylaws/RegsAmended2015-06-22.pdf>

- (c) the Conditions of the United States Match Racing Championship found at the following address:

<http://www.ussailing.org/racing/championships/adult/matchracing/>

- (d) the US Sailing Championship Conditions found at:

<http://www.ussailing.org/racing/championships/championship-conditions/>

- (e) the rules for the handling of boats will apply, and will also apply to any practice sailing and sponsor races.

1.2 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.

1.3 If the first boat has finished leaving the second boat in the match owing a penalty, the umpires may signal according to RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she then finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.4.

1.4 Boats may be required to race with on board observers to give information to the umpires, sponsors or media. Observers will be weight-equalized by fixing weights near the stern. Observers will not take part in sailing the boat or communicate with the crew while racing.

1.5 CODE OF CONDUCT

All competitors will sign and follow the US Sailing Championship Code of Conduct that can be found at: http://www.ussailing.org/wp-content/uploads/2017/03/FinalChampionships_Cod eofConduct3-21-17.pdf. Breaches of this SI are not grounds for protest by a boat. This changes RRS 60.1(a)

1.6 USE OF PERSONAL FLOTATION

(a) Regulation 10.04 A 1: For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing. This modifies RRS 40 and the preamble to Part 4.

(b) Competitors will need to bring their own PFD's

1.7 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35, 63.1, 90.3(a) and A5.

1.8 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E.

1.9 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes or retires 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.

1.10 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The criteria for invitation is set forth in the NOR. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit US \$1000 for damage and complete crew weighing, all between 830 and 1700 on the Clinic Day or between 830 and 900 on the first day of racing unless extended by the OA. Registration for all present crew-members and payment of the deposit is required for use of the boats for the Clinic.
- 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 boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorize an original crew member to substitute.
- 2.7 When a registered crew member 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 notice board located at the AYC Sailing Center.
- 3.2 Signals made ashore will be displayed from a flag staff located at the AYC Sailing Center.
- 3.3 Skippers shall attend the first briefing, which will be at 900 at the AYC Sailing Center on the first day of racing, unless excused by the OA.
- 3.4 The first meeting with the umpires will be after the first briefing at the AYC Sailing Center.
- 3.5 A daily morning meeting will start at 900 of each race day at the AYC Sailing Center.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 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 race course.
- 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 The event will be sailed in the following boats: J/22 type boats.
- 5.2 The sail combination to be used in a flight 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	Main, Jib and Spinnaker
Flag Z	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 will be allocated by the RC for each stage.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 3 or 4.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 262.5 kg, determined at the time of registration or such time as required by the RC.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addendums A and B.
- 8.2 The racing days are scheduled as June 24 and 25.
- 8.3 The latest time for an attention signal on the last scheduled day of racing will be 1600.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 The RC may change the format, 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 each day is 1000.

- 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 RC may move the other starts forward to eliminate a blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3rd substitute is not required.

9 RACING AREA

The racing area will be the Severn River in Annapolis, MD.

10 COURSE

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

Mark W o

Gate Marks L o o

o-----o Start/Finish Line

(b) Course signals and course to be sailed
Course signals will be displayed from the RC 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
S	Start - W - Finish

(c) Description of Marks

The RC boat will be identified by an RC flag and an AYC burgee.

The starting/finishing line mark will be a thin yellow cylinder.

Mark W will be a 4' orange cylinder.

Changed Mark W may be either a 4' yellow cylinder or a 5' green cylinder.

Gate Marks L will be 3' orange cylinders.

- 10.2 Starting/Finishing Line

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

(b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.1(a).

- 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 to that match only.

- 10.5 The RC may make radio transmissions to competitors to announce pairings, signals or other communications. A failure to make these transmissions consistently or a failure of a competitor to hear them is not cause for redress. This changes RRS 62.1(a).

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 a green flag 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 a position just to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs will 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 The next flight number will be displayed on the RC boat.

12.2 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 signaling a change of course to a new mark W.

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

(a) Flag C and a colored flag or board means: 'The windward mark has been changed. Sail to a mark the same color as the flag or board.'

(b) When a change of course after starting only affects some matches, these may be designated by the appropriate numeral pennant.

- 13.3 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, which will not be the RC Signal boat that is one end of the starting/finishing line.

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 (US SAILING GRADE 3 EVENT RE COACHING)

(a) Coaching at this event will not be permitted.

(b) The organizers will not provide berths for coach boats.

(c) 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 have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

17.1 The top finisher not already qualified will receive an invitation to the 2017 U.S. Match Racing Championship October 13-15, 2017 hosted by Oakcliff Sailing.

17.2 The top three teams will receive prizes.

18 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 ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS

To be distributed at the competitor meeting.

SI ADDENDUM B - EVENT FORMAT (4-5 teams)

Stage 1 - Double Round Robin

(a) All skippers are scheduled to sail against all other skippers twice.

(b) The 1st and 2nd place skippers advance to Stage 3. The 3rd and 4th place skippers advance to Stage 2.

Stage 2 - Petite-Final Knockout Series

(a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.

(b) The first skipper to score at least two (2) points will place third in the regatta.

(c) The other skipper will place fourth.

Stage 3 - Final Series

(a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.

(b) The first skipper to score at least three (3) points will be the winner. The other skipper will place second.

SI ADDENDUM C – HANDLING of 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 paid the required damage deposit 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 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC, umpires, or OA.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay, outhaul or vang.
- 2.15 Using a reef line as an outhaul.
- 2.16 Spare
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 The use of electronic equipment, unless permitted by C3.1.
- 2.19 Using the spinnaker pole to wing out the foresail.
- 2.20 Marking directly on the hull, deck or lines with any sort of marker, including a pencil.
- 2.21 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 as it exits the block on the cockpit floor, the traveler and the vang.

- 2.22 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 is prohibited.
- 2.23 A breach of SI C 2.21, 2.22, and 2.27 is not open to protest by boats but is subject to action by the Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.24 Discharge of trash into any waterway.
- 2.25 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.26 Use of duct tape or any tape that leaves a residue.
- 2.27 The spinnaker pole may only be attached to the topping lift, spinnaker sheet and mast ring when the boat is away from the dock

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape other than duct tape (gray tape)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pencil/pen
 - (e) paper
 - (f) tell tale material
 - (g) watch, timers and hand-held compass, competitor supplied VHF used in accordance with C2.12, and small personal video devices such as GoPro.
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) shackles and clevis/cotter pins
 - (l) Halyard clips
 - (m) PDFs when not supplied by the OA
- 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
 - (g) make notes
 - (h) personal safety

3.3 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 All competitors shall report any damage to the bosun. This can be done verbally or via radio but shall be done after finishing and before starting the next race or before changing boats.

- 4.2 At the end of each sailing day:
- (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 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 and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM D – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

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

SAFETY GEAR

- Life jackets for each crew member
- Horn
- Bucket and lanyard
- Throwable PFD
- Bilge pump

MOORING LINES and FENDERS

- Two mooring lines

Two fenders

SI ADDENDUM 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 as shown in the following table.

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	Three quarters of a 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.