



## **2011 Area D & F USMRC**

22-22 May 2011

**Organizing Authority: US Sailing Match Racing Championship Committee**

Venue Location: Lake Eustis Sailing Club, Eustis Florida USA

### **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

LBCS – Lake Baldwin Community Sailing LLC

#### **1 RULES**

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. Class rules will not apply.

#### **2 ENTRIES and ELIGIBILITY**

2.1 Only competitors registered in accordance with the NoR are eligible for the event.

2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, and complete the weigh in, all between 0900 and 0930 on Saturday, 21 May, unless extended by the OA.

2.3 No damage deposit is required in this match race event due to the use of institutional collegiate match racing keel boats.

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, 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 Lake Eustis Sailing Club..

3.2 Signals made ashore will be displayed from the flagpole at the Eustis Sailing Club.

3.3 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

- 3.4 Skippers shall attend each daily briefing, which will be at 0930, Saturday May 21 and 0900, Sunday May 22, at the club house unless excused by the OA.

#### **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SI made ashore will be posted by the end of the morning briefing and signed by the RC.
- 4.2 Amendments made afloat will be signalled 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 Geary 18 keelboats supplied by LBCS.  
(b) The sails to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signalled 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 sail and Spinnaker       |
| Flag V        | No spinnakers                      |
- 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 and stern numbers.
- 6.2 The mainsails shall display numbers as provided by the OA.
- 6.3 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 6.4 Boats will be rotated after Stage 1 upon completion of the round robin(s), after the Stage 2 Semi-finals, and the Stage 3 Petit Final and Finals.
- (a) For Stage 2 each team will move to the boat with the next highest number.
- (b) The team with the highest number boat will move to boat number 1.
- (c) **Before** the Petit Final and Finals teams will rotate again.

#### **7 CREW MEMBERS, NUMBER and WEIGHT**

- 7.1 The total number of crew, including the skipper, shall be three. All registered crew shall sail all races.
- 7.2 The maximum total skipper and crew weight, determined prior to racing shall be 262.5 kg, (577.5 US pounds) when wearing at least shorts and shirts. There is no differential weight between men and women teams.

#### **8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat. Match pairing lists will be distributed at the daily morning meeting.
- 8.2 (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.  
(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.  
(c) Crews will exchange boats after odd matches of each KNOCK OUT series.
- 8.3 The racing days are scheduled as Saturday, 21 May to Sunday, 22 May, 2011.
- 8.4 The latest time for an attention signal on the last day of racing will be 1700.
- 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 favour 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 or more competitor has completed less than three matches, when the entire round robin shall be disregarded and if necessary the event declared void.'
- 8.7 The intended time of the first attention signal is 10:00 on Saturday and 10:00 on 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, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

## **9 RACING AREA**

The racing area will be Lake Eustis adjacent to the Lake Eustis Sailing Club in Eustis, Florida.

## 10. COURSE

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

#### (b) Course signals and course to be sailed

Course signals will be displayed from the RC boat bow, at or before the warning signal.

Marks W and L shall be rounded to starboard.

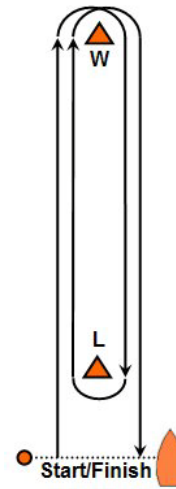
<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

#### (c) Description of Marks

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

Mark W will be a yellow mark.

Mark L will be a yellow mark.



### 10.2 The Starting/Finishing Line

The starting/finishing line will be between the course side of the starting/finishing mark and a staff with an orange flag on the port side of the RC Signal Boat.

## 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 an 'L' 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 close to leeward of the RC Signal 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 The next flight number will be displayed aft 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

There will be no changes of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or, for the first windward mark, starts.

## 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) Coach boats shall conspicuously display identification of the team being coached.
- (b) The OA will not provide berths for coach boats.
- (c) Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the Chief Umpire to the associated skipper or team

## 16 HAUL OUT RESTRICTIONS

Boats shall only be hauled out at the sole discretion and direction of the OA.

## 17 QUALIFICATION FOR SUBSEQUENT EVENTS

The top two teams will advance to the USMRC Championships Finals to be held at the Balboa Yacht Club.

## 18 CODE of CONDUCT

- a) Competitors shall comply with any reasonable request from any official, including attending official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) 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 RC and may include exclusion from further participation in the event, and the withdrawal of any prizes.

## 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. All competitors, umpires and regatta support people shall sign a disclaimer notice provided by the host to comply with the liability insurance company specific requirements.

## Appendix A Sample Pairing Lists

4 SKIPPERS - 4 BOATS - DOUBLE ROUND ROBIN												
FLIGHT MATCH	1		2		3		4		5		6	
1	4	1	1	3	1	2	3	2	4	2	4	3
2	2	3	2	4	3	4	1	4	3	1	2	1

<b>5 SKIPPERS - 5 BOATS</b>										
FLIGHT MATCH	1		2		3		4		5	
1	2	5	3	1	4	2	1	5	4	3
2	1	4	5	4	5	3	3	2	2	1
Bye	3		2		1		4		5	

<b>5 SKIPPER - 5 BOATS - DOUBLE ROUND ROBIN</b>										
FLIGHT MATCH	1		2		3		4		5	
1	5	2	1	3	2	4	5	1	1	2
2	4	1	4	5	3	5	2	3	3	4
BYE	3		2		1		4		5	

FLIGHT MATCH	6		7		8		9		10	
1	2	5	3	1	4	2	1	5	4	3
2	1	4	5	4	5	3	3	2	2	1
BYE	3		2		1		4		5	

## APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

- 1 First Stage will be a Single or Double Round Robin to be determined by the RC based on wind conditions.**
  - (a) Each skipper will sail a single round robin - each skipper sails each other skipper once. If it is a double round robin, each skipper sails each other skipper twice.
  - (b) The top four (4) skippers shall qualify for the next stage.
- 2 Semi-finals**
  - (a) Skippers will be paired in accordance with pairings to be distributed by the RC.
  - (b) The first two skippers to score at least three points shall proceed to the Finals. The other two skippers shall advance to the Petit-Finals
- 3 Petit Finals- Third/Fourth Place Final**
  - (a) Skippers will be paired in accordance with pairings to be distributed by the RC.
  - (b) The first skipper to score three points shall be awarded third place, the other fourth place.
- 4 Finals**
  - (a) Skippers will be paired in accordance with pairings to be distributed by the RC.
  - (b) The first skipper to score at least three points shall be the Winner. The other skipper will be awarded Second Place.

## **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 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 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.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 The use of electronic instruments other than watches.
- 2.15 Marking directly on the hull or deck with permanent ink.
- 2.16 The use of duct tape.
- 2.17 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 traveler, and the vang.
- 2.18 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.

- 2.19 No crew member shall sit with the base of their spine or legs on or over the side rails, or outside the forward extension of the line of the side rails.
- 2.20 A breach of SI C 2.17, 2.18 and 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 (but not duct tape)
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) watch, timers and hand held compass
  - (g) shackles and clevis pins
  - (h) Velcro tape
  - (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 on lines
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix C6
- 3.3 Changing the number of mainsheet purchases.

### **4 MANDATORY ITEMS and ACTIONS**

The following are mandatory.

- 4.1 The completion of a written damage report at the end of each day's racing detailing any damage to any boat used during that day. This report shall be submitted to the OA even if no damage or loss is recorded. Verbal reports shall be made to the RC or Bosun before leaving a boat should there be any damage or 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) 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, 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 posted regulations, including speed restrictions and navigation marks, while leaving or returning to the berth.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be paid by the skipper.



**SI APPENDIX D - EQUIPMENT LIST – To be distributed at the initial Skippers' meeting**