

**2012 USMRC ABC Group Championship
ISAF GRADE 3**

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising 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 and the 2012 USMRC Conditions located at <http://championships.ussailing.org/Adult/USMRC.htm>.
 - (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
 - (c) The US Sailing prescriptions to rules 68 and 76.1 apply and will be posted on the Regatta Notice Board.
 - (d) All competitors in this event shall wear, while on the water, other than for brief periods while changing clothes, a competitor supplied USCG approved PFD. This changes RRS 40 and the preamble to Part 4.
 - (e) Conflicts between the Conditions for this regatta and this Notice of Race (NOR) will be resolved in favor of the Conditions. If there is a conflict between the NOR and the Sailing Instructions (SIs), it will be resolved in favor of the SIs. This changes RRS 63.7.
- 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 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 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit \$500 for damage and complete crew weighing, all between 0800 and 0900, Saturday, July 21 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 their 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 authorise an original crew member to substitute.

- 2.7 When a registered crew member is unable to continue in the event, the OA may authorise 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 in the second floor Bay Room.
- 3.2 Signals made ashore will be displayed from the MBYC flagpole.
- 3.3 Skippers shall attend the first briefing, which will be at 0900 in the second floor Bay Room, unless excused by the OA.
- 3.4 The first meeting with the umpires will be after the skippers meeting in the Bay Room.
- 3.5 A daily morning meeting will start at 0900 in the second floor Bay Room.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 60 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 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 Sonar type boats.
(b) The sails to be used will be allocated by the RC.
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- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:
- | <u>Signal</u> | <u>Sail Combination to be used</u> |
|---------------|------------------------------------|
| no signal | Main, Jib, Spinnaker |
| Bravo flag | Main, 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.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by hull/sail numbers.
- 6.2 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 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. 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 262.5 kg (580 lbs), determined at the time of registration or such time as required by the RC.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendices A and B. 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. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
 - (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 July 21 to July 22.
- 8.4 The latest time for an attention signal on the last day of racing will be 1530.
- 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, the highest score for the round robin shall be determined as the average points scored per match sailed by each competitor, unless one or 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. The highest score amongst tied competitors shall be determined as the average points scored per match sailed by each tied competitor in the matches between the tied competitors.’
- 8.7 The intended time of the first attention signal each day is 1000.
- 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 will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be Manhasset Bay and Western Long Island Sound.

10 COURSE

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

Mark W
o

Mark L o o
Start Line o----- o


- (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 Signal Boat will be MBYC’s Dottie J.
The starting & finishing line marks will be an inflatable mark.
Mark L will be an orange inflatable mark when it is a single mark
Mark L will consist of two orange inflatable marks when it is a gate.
Mark W will be an orange, red or green inflatable mark.

10.2 Mark Roundings

- (a) Mark W shall be rounded to starboard
- (b) If Mark L is a gate, comply with Rule 28.1(c).
- (c) If Mark L is a single mark, round it to starboard.

- 10.3 Identifying Mark W
The color of Mark W will be the same color as the preparatory signal flag (see SI 12.4). This changes Appendix C3.1.
- 10.4 **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 a V (white field with red X)  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.
- 10.5 **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.

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 white 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 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 flight board.
- 12.2 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.3 Appendix C3.2(b) is deleted. This changes RRS C3.
- 12.4 The preparatory signal will be an orange, red, or green flag with multiple sound signals; the color of the flag displayed will identify the color of the weather mark for the match. 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 replacement weather mark.
- 13.2 Change of Course Signals (amends RRS 33 and the Racing signals)
- a) Flag C and a colored flag or board means: The windward mark has been replaced. Sail to a mark that is the same color as the flag or board.
 - b) When a change of course after starting only affects some of the matches, these shall be designated by the appropriate numeral pennants.
- 13.3 When a change of course is signaled after the first leg, it shall be displayed from a boat in the vicinity of mark L.
- 13.4 A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes RRS 33.

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 MEDIA, IMAGES and SOUND

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

16 PRIZES

The top two finishers in the group championship not already qualified to attend the USMRC will receive invitations to the USMRC. First, second and third keeper prizes will be awarded.

17 CODE of CONDUCT

- (a) 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.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) 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).
- (d) 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.
- (e) Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

18 DISCLAIMER

In consideration of the participant's participation in the U.S Match Racing Championship - ABC Group Semi-final ("the Regatta") sponsored by US SAILING, Manhasset Bay YC, and USMMA Sailing Foundation (collectively, the "Sponsors") and Hosted by the Manhasset Bay YC, and USMMA Sailing Foundation (the "Hosts") on July 21-22, 2012 the participant ("Participant"), , on behalf of themselves and their respective heirs, executors, administrators, personal representatives and next of kin (collectively with Participant, "Releasers"), hereby forever waive, release and discharge each of the Sponsors, the Hosts and their respective parents, subsidiaries, affiliates, owners, members, managers, employees, officers, directors, trustees, volunteers, race committee members, umpires, race officials, agents, representatives, successors and assigns (each a "Released Party") from any and all claims, demands, damages, judgments, executions, rights of action or causes of action, present or future, whether the same be known or unknown, anticipated or unanticipated, which a Releaser may have, or claim to have, now or in the future, against any Released Party resulting from death, personal injury, property damage or other loss Releaser may sustain as a result of participating in the Regatta or other activities related thereto.

THIS RELEASE IS INTENDED TO DISCHARGE EACH RELEASED PARTY FROM ANY AND ALL LIABILITY ARISING OUT OF OR CONNECTED IN ANY WAY WITH RELEASOR'S PARTICIPATION IN THE REGATTA EVEN IF THAT LIABILITY ARISES OUT OF NEGLIGENCE OR CARELESSNESS ON THE PART OF ANY RELEASED PARTY.

Releasers hereby acknowledge that serious accidents occasionally occur during sailing activities and that mortal or serious personal injuries and/or property damage or other loss may result from participation in the Regatta. Releasers knowingly assume all risks of participation in the Regatta, including all risk of personal injury and loss of or damage to the Releasers or their property, including further injury sustained as the result of the efforts of third parties who come to the aid of Releaser(s) if injured as a result of participation in the Regatta, and release all other persons and entities mentioned above who might otherwise be liable to Releasers. Releasers agree to abide by all rules of the Sponsors and the Hosts in connection with participation in the Regatta and understand that the failure to observe and obey such rules may result in instant revocation of Releaser's(s') right to participate in the Regatta.

SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK OUT TABLE

First	Last	Club	June Ranking
Jonathan	Singsen	USMMA Sailing Foundation	67
Mike	Quaglio	Oakcliff	79
Christopher	Poole	Maine Maritime Academy	237
Bobby	Martin	Riverton Yacht Club	280
Chris	Johannessen	Cedar Point Yacht Club	415
Paul	Wilson	Vineyard Haven Yacht Club	606
Spencer	Powers	Eastern Yacht Club	891
Zachary	Leonard	Yale Corinthian YC	1065

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage - Round Robin

- (a) All skippers will sail a round robin.

2 Quarter Finals

- (a) Skippers will be paired in accordance with the attached table.
- (b) The first skipper to score at least two (2) points shall proceed to the next stage.

3 Semi-finals

- (a) Skippers will be paired in accordance with the attached table.
- (b) The first skipper to score at least three (3) points shall proceed to the next stage.

4 Finals

- (a) Skippers will be paired in accordance with the attached table.
- (b) The first skipper to score at least three points will be the winner.

5 Fifth to Eighth Places

- (a) The losing quarter finalists shall sail for fifth to eighth places.
- (b) The four skippers shall sail a round robin, simultaneously with the semi-finals.

6 Third/Fourth Place Final

- (a) Skippers will be paired in accordance with the attached table.
- (b) The first skipper to score two points will be awarded third place, the other fourth place.

Appendix C – Rules For Handling Boats and Equipment List

1. GENERAL

- 1.1 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.
- 1.2 Except as noted in 2.2 below, a protest for a violation of any part of Appendix C of these Sailing Instructions shall comply with C6.1(b) and C6.4(b).

2. PROHIBITED ITEMS and ACTIONS

- 2.1. Except in an emergency or in order to prevent damage or injury, or when directed or authorized by an umpire, the following are prohibited:
 - 2.1.1. Hiking with pelvis and/or legs outside of the toerail.
 - 2.1.2. Any additions, omissions or alterations to the equipment supplied, including the addition of lines, blocks, or other hardware to the boats.
 - 2.1.3. The use of any equipment for a purpose other than that intended or specifically permitted.
 - 2.1.4. The replacement of any equipment without the sanction of the RC.
 - 2.1.5. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
 - 2.1.6. Moving equipment from its normal stowage position except when being used.
 - 2.1.7. Boarding a boat without prior permission.
 - 2.1.8. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.
 - 2.1.9. Hauling out a boat or cleaning surfaces below the waterline.
 - 2.1.10. Attaching lines to the fabric of spinnakers.
 - 2.1.11. Perforating sails, even to attach tell tales.
 - 2.1.12. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
 - 2.1.13. Adjusting or altering the tension of standing rigging, excluding the backstay.
 - 2.1.14. Omitting any headsail car or turning block before sheeting.
 - 2.1.15. The use of electronic instruments other than a watch.
 - 2.1.16. Using the spinnaker pole to wing out the foresail.
 - 2.1.17. Marking directly on the hull, deck, spars or rigging with permanent ink.
 - 2.1.18. After the starting signal and while sailing close hauled for more than a few seconds, controlling the main boom position other than by using the mainsheet as it exits the block on the cockpit floor, the traveler, or the vang.
 - 2.1.19. Using the shrouds (including any inner shrouds) above the lower turnbuckle to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
 - 2.1.20. Placing one or more crew members below deck during racing, except to temporarily retrieve or stow equipment or facilitate repairs.
 - 2.1.21. (spare)
 - 2.1.22. (spare)
- 2.2. A breach of SI Appendix C 2.1.1, 2.1.18, 2.1.19 or 2.1.20 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C5.2 or C5.3. This changes RRS C6.2 and C8.2.

3. PERMITTED ITEMS AND ACTIONS

- 3.1. The following are permitted:
- 3.1.1. Taking on board the following equipment:
 - 3.1.2. basic hand tools
 - 3.1.3. adhesive tape
 - 3.1.4. line (elastic or otherwise of 4 mm diameter or less)
 - 3.1.5. marking pens
 - 3.1.6. telltale material
 - 3.1.7. watch or timer
 - 3.1.8. shackles and clevis pins
 - 3.1.9. Velcro tape
 - 3.1.10. bosun's chair
 - 3.1.11. spare flags
- 3.2. Using the items in 3.1 to:
- 3.2.1. prevent fouling of lines, sails and sheets
 - 3.2.2. attach telltales
 - 3.2.3. prevent sails being damaged or falling overboard
 - 3.2.4. mark control settings
 - 3.2.5. make minor repairs and permitted adjustments
 - 3.2.6. make signals as per RRS C6
- 3.3. (spare)
- 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 if damage has been sustained. "Damage" shall include boats, spars, standing and running rigging, sails and any equipment provided with the boat.
- 4.2. At the end of each sailing day:
- 4.2.1. Folding, bagging and placement of the sails as directed
 - 4.2.2. Leaving the boat in the same state of cleanliness as when first boarded that day, including removing all trash, tape and marks.

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.