



Cowes yacht club



SAILING INSTRUCTIONS
COWES YACHT CLUB INC.
MATCH RACING
3rd JANUARY 2019

Abbreviations:

- PC – protest committee
- RC – race committee
- 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 current RRS, including Appendix C.
 - (b) the rules for Handling Boats (SI Addendum B).
- 1.2 The right of appeal or redress or request for a hearing from an Umpires decision or signal imposed while racing is denied.
- 1.3 Addition 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.
- 1.4 Addition to RRS C6.2 - (e) the Class rules
- 1.5 Deletion: RRS C6.3 replaced with: A boat intending to request redress because of circumstances that arise when she is no longer racing 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.
- 1.6 Deletion RRS C8.6 replaced 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 Addendum D, 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 Addendum D is appropriate, they shall act under rule C8.4.
- 1.7 Change to RRS C3.1 as noted in the starting procedure item 12 of these SI.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers who have completed an entry form are eligible for the event also having lodged the mandatory damage deposit with the RC.
- 2.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.3 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.4 When a registered skipper is unable to continue in the event, the RC may authorise an original crew member to substitute.
- 2.5 When a registered crew member is unable to continue in the event, the RC 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 upstairs in the CYC Inc Club house.
- 3.2 Signals made ashore will be displayed from the CYC Inc. flag pole.
- 3.3 Skippers shall attend the first briefing, which will be at 8:00hrs located upstairs in the CYC Inc. Club house.
- 3.4 The first meeting with the umpires will be shortly after the first briefing.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30mins before the start of any race affected and will be signed by the RC.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore 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 Boats
 - (a) the event will be sailed in Pacer and Optimist class boats.
 - (b) the sails to be used will be allocated by the RC, sails may not be substituted unless with permission of the RC.
- 5.2 The sail combination to be used will be Pacer Class jib and mainsail only, Optimist mail sail only. Spinnakers are not allowed. Using the spinnaker pole to pole out the jib is not permitted.
- 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 the CYC Sail numbers 1 through 4.
- 6.2 Boats will be drawn at the morning meeting or at the beginning of each match as decided by the RC, the allocation is final, challenge will result in disqualification without a hearing.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The maximum and minimum number of crew for a PACER, including the skipper, shall be 2, for an Optimist is one. Single handed on a Pacer is NOT permitted. All registered crew shall sail all races, any application for a crew change is at the discretion of the RC.
- 7.2 Crew Weighing
 - (a) The total weight of each crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 100 kg, determined at the time of registration or such time as required by the RC.
 - (b) Crew weights may be checked during the regatta. At any re-weighing, the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit will not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format is detailed in SI Addenda A. 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 day is scheduled as per the CYC Sailing Calendar

- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 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.
- 8.6 The intended time of the first attention signal is 09:00hrs.
- 8.1 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.2 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

- 9.1 The racing are will be in Westernport Bay in the vicinity of Cowes Yacht Club Inc.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Line o----- o

- (b) Signals and Course to be Sailed for round robin.
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 Flag	Start - W - Finish

- (b) Signals and Course To Be Sailed for knockout finals
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>
S Flag	Start-W-Finish
No Signal	Start - W - L - W - Finish

10.2

- (a) Description of Marks
The RC boat will be identified by CYC burgee.
The starting/finishing line mark(s) will be a straight line between a yellow cylinder pin inflatable and a yellow inflatable .
Mark W be an Orange inflatable .
Mark L will be an Orange inflatable.
The replacement mark will be Purple inflatable.

10.3 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the yellow cylinder pin inflatable and the yellow inflatable.
- (b) During the start sequence the RC boat will maintain an approximate position on a starboard extension outside of the starting line.

10.4 Course Limits

- (a) Please see addendum Addendum E.
- (b) There is no penalty for touching these buoys or objects defining these areas.

- (c) 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.

10.5 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 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 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 Times shall be taken from the visual signals, the failure of a sound signal shall be disregarded.
- 12.2 The Starting signal for one match is the warning signal for the next match in a flight. (A flight is two or more matches started in the one starting sequence).
- 12.3 Starting Signals in a flight. Note: This changes RRS rule C3.1.
- 4 minutes Code flap F displayed
- 3 minutes Code Flag F removed, Warning Signal Numeral pennant 1 for match one in a flight,
- 2 minutes Flag P displayed Preparatory signal, yachts for this match may enter starting area depending on the pairing colour they have been assigned. Blue – enters port end of line. Yellow – enters starboard end of the line.
- 1 minute Flag P removed
- 0 minutes Start of match 1, numeral pennant 1 removed
- Warning signal match 2 numeral pennant 2 displayed
- 2 minutes Flag P displayed Preparatory signal, yachts for this match may enter starting area depending on the pairing colour they have been assigned. Blue – enters port end of line. Yellow – enters starboard end of the line.
- 1 minute Flag P removed
- 0 minutes Start of match 2, numeral pennant 2 removed
- 12.4 The attention signal will be displayed 4 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 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.
- 13.1 Changes to the course will be made by setting a replacement mark W.
- 13.2 Subsequent changes will revert to the original mark.
- 13.2 Change of Course Signals (amends RRS 33 and Race Signals)
- (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

13.3 Signalling 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 signalled after the first leg it will be displayed from a boat in the vicinity of mark L.
- (c)

14 TIME LIMIT

- 14.1 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

- 16 Coach boats will be permitted but must not approach closer than a 100m 360 degree exclusion zone from the racing and RC boats. Any interference as decided by the umpire will result in Coach boats being excluded for all races.

17 PRIZES

- 17.1 First prize - trophy Second prize - trophy Third prize -trophy

18 CODE OF CONDUCT

- 18.1 Competitors shall comply with any reasonable request from any official and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum B and C.
- 18.3 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).
- 18.4 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 and/or the withholding of damage deposits.
- 18.5 Gross breaches of this SI may be referred to the PC by the RC for action under RRS 69.

19 DISCLAIMER

- 19.1 All those taking any part in the event do so at their own risk. The RC, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI ADDENDUM A EVENT FORMAT and SCHEDULE OF RACES

Round Robin

The Round robin series format will be dependent on the number of entries. The minimum number of entries is 4 skippers the maximum number of entries is 8 skippers. Scoring is according to appendix C10. The RC at the 08:00hrs briefing on race day will select and announce the event format option (1,2 or 3) for the round robin.

Yacht pairing colour: The boat listed on the left hand side is assigned the port end of the line and will carry a blue flag. The boat listed on the right hand side is assigned the starboard end of the line and will carry a yellow flag.

Option 1 - 4 Skippers compete in one round only

Flight →	1		2		3	
Match ↓						
1	3	2	3	1	4	3
2	1	4	4	2	2	1

Option 2 - 4 Skippers compete in a double round

Flight →	1		2		3		4		5		6	
Match ↓												
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

Option 3 - Eight Skippers compete

Flight →	1		2		3		4		5		6		7		8	
Match ↓																
1	5	4	5	1	4	1	6	3	7	6	7	3	6	4	6	5
2	1	8	8	4	8	5	2	7	3	2	6	2	7	5	7	4
Flight →	9		10		11		12		13		14					
Match ↓																
1	5	3	3	8	1	7	8	7	3	1	4	3				
2	2	8	5	2	8	6	1	6	4	2	2	1				

Knock Out Finals

Assuming 8 skippers, the four skippers with the highest point scores from the round robin will contest the knock out finals. Any ties will be governed by Appendix C.

SF1 SK1 -----

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----- Winner SK1/SK3 -----

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SF1 SK3 -----

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FINAL ----- Winner

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SF2 SK2 -----

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----- Winner SK2/SK4 -----

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SF2 SK4 -----

If there are 8 Skippers: The two losers of the semi-final round will sail for third place, this match will start before the final match in the same flight. The Winner of the overall knockout round must have scored 2 points.

If there are 4 skippers: In the case where only 4 skippers compete in the round robin there will be no semi-final only a final. Third place will be given according to third highest score from the round robin scores. The Winner of this final knockout round must have scored 1 point.

SI ADDENDUM B HANDLING of BOATS 1 GENERAL

- 1.1 While all reasonable steps are taken to equalise 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 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.
 - 2.9 Using a flattener as a reef.
 - 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.
- 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 cleat.
- 2.15 The use of electronic instruments other than hand held compasses and watches.
- 2.16 Marking directly on the hull or deck with permanent ink.
- 2.17 Use of any tape that leaves a residue/ use of duct tape
- 2.18 Using the spinnaker pole to wing out the foresail.
- 2.19 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, and the vang.
- 2.20 The use of the shrouds to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.21 A breach of SI C 2.22, 2.23, 2.24, 2.25, 2.26 or 2.27 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 eg shackle key, knife
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) non-permanent marking pens
 - (e) tell tale material attached to shrouds
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) spare flags (j) PFD's
- 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) personal safety
- 3.3 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 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. When boat swaps are carried out on the water or on the shore line, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end the 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
- 4.3 At the end of the 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 beach.
- 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 C – EQUIPMENT LIST

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

SAILS and SAILING EQUIPMENT

Mast

Standing rigging

Centre Plate

Mainsail and set of battens

Mainsail boom and sheet

Vang

Headsail (for Pacer)

Headsail sheets (for Pacer)

Rudder and Tiller extension

SAFETY GEAR

PFD's for each crew member

Bailing bucket and lanyard

TOOLS

Any supplied tools

GALLEY EQUIPMENT (not supplied by the RC but are permitted)

Lunch box

1litre (max) drinking water bottle per crew member

**SI ADDENDUM D –
DAMAGE POINT PENALTIES**

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	One point	One point
C	Four points	Two points

**SI ADDENDUM E –
COURSE LIMITS**

No boat shall sail on the shore side of the Parks Victoria 5 knot buoys or inside a line extending between the Parks Victoria 5 knot buoys parallel with the shoreline.

A 500m exclusion zone extends around the Cowes Public Jetty.