

# 2019 MATCH RACING CHAMPIONSHIP

## Sailing Instructions

**Organizing Authority:** Boston Sailing Center

**Report Time:** 9:30 AM, March 30, 2019

**Location:** 54 Lewis Wharf, North End, Boston, MA

### 1. RULES

- 1.1. The event will be governed by:
  - 1.1.1. The rules as defined in the RRS 2017-2020, including Appendix C.
  - 1.1.2. Class rules will not apply.
- 1.2. When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum B.
- 1.3. If the first boat in a match has finished leaving the second boat in the match owing a penalty, the umpires may signal according to C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C 7.4.
- 1.4. Redress
  - 1.4.1. 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 inform the race committee or umpire team as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
  - 1.4.2. 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).
- 1.5. 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 no [0] points. When both boats in a match fail to sail the course in accordance with rule 28.1 and the race committee does not abandon the race, both boats will be disqualified without a hearing and scored no [0] points. This changes RRS 35, 63.1 and 90.3(a).
- 1.6. 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.

### 2. ENTRIES and ELIGIBILITY

This regatta is open to the top four finishers from the Fleet Racing Series, who wish to compete in this regatta.

### 3. SAFETY AND DAMAGE

- 3.1. Boston Harbor is a major commercial traffic area. Please note that all large deep draft commercial vessels have the right of way under all circumstances. The race committee maintains radio contact with the harbor pilots and upon their request or on its own discretion may abandon a race in progress or delay a start for the passage of such vessel. When it is

- necessary to abandon a race in progress the committee boat will indicate which side of the ship channel you must immediately sail to and await the passage of the vessel.
- 3.2. In calm conditions the committee boat may tow you out of the channel. However, it is each team's responsibility to sail safely and prudently at all times.
  - 3.3. In addition, the Coast Guard enacts a security zone (2 miles ahead, 1 mile behind, and 500 yards either side) around LNG tankers both inbound and outbound. If you are underway during the transit of a LNG tanker follow the instructions of the race committee or the patrol boats escorting the tanker.
  - 3.4. Please stay vigilant at all times while racing. In order to avoid collision on a reliable basis you must continuously be alert for other vessels – both racing and non-racing.
  - 3.5. Inspect your spinnaker before sailing. If you find any damage bring the spinnaker to the office. We will repair it or give you a spare. If a tear occurs during racing, we recommend you immediately douse to prevent the tear from getting larger (and more expensive). Please do not apply tape of any kind. You can then request a spare spinnaker from the Race Committee or umpires.
  - 3.6. Please do not use duct tape or write on the decks. All footwear must be non-marking.
  - 3.7. Each skipper is responsible for the damage or loss to their boat and equipment, unless responsibility is otherwise assigned by the umpires or protest committee.
  - 3.8. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

## 4. BOATS AND SAILS

- 4.1. The event will be sailed in J24s.
- 4.2. Boats will be sailed as provided, with main, genoa (or jib) and spinnaker.
- 4.3. A white flag with blue letters "NS" shall indicate that no spinnakers are to be flown while the flag is flying, while a "NG" flag of the same coloring shall indicate jibs are to be used.
- 4.4. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 4.5. The OA 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.
- 4.6. The OA 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.

## 5. EVENT FORMAT AND STARTING SCHEDULE

- 5.1. The event format and match pairing lists are detailed in SI Addendum C. This changes NOR 5. The matches to be sailed in a flight will be displayed in order of starting on the rotation sheet.
- 5.2. In a knock-out series between two skippers:
- 5.3. They shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by finish position in stage one. This changes RRS C4.1.
- 5.4. When the series has been decided, further matches between these two will not be sailed
- 5.5. Crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 5.6. The racing day is March 30, 2019.
- 5.7. The latest time for an attention signal on the last day of racing will be 1630 hrs.
- 5.8. The number of matches to be sailed each day will be determined by the RC.

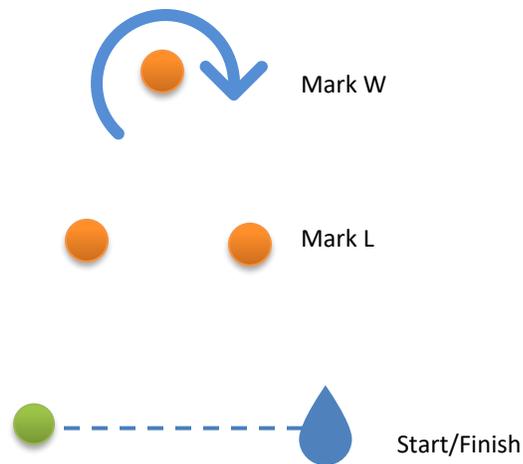
- 5.9. The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
- 5.10. The intended time of the first attention signal each racing day is 11:30 hrs.
- 5.11. When a match cannot start at its intended time, the RC may move the other starts forward and not do a blank start. Competitors will be so advised by the umpires.
- 5.12. 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 when possible. Competitors will be so advised verbally by an umpire.

## 6. RACING AREA

The racing area will be in Boston Harbor.

## 7. THE COURSE

- 7.1. Course configuration (not to scale)



- 7.2. Course signals will be displayed from the RC boat at or before the warning signal.

### Course Signals

W II = Start - W - L - W - Finish

W [blank] = Start - W - Finish

- 7.3. Mark Roundings

7.3.1. Mark W shall be rounded to starboard.

7.3.2. Mark L may be a gate (see rule 28.2(c))

7.3.3. if Mark L is a single mark, it shall be rounded to starboard

7.3.4. Modify RRS 33: 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.

- 7.4. Description of Marks

7.4.1. The RC signal boat will be flying a blue RC flag

7.4.2. The starting/finishing line mark will be a white buoy.

7.4.3. Mark W will be an orange buoy

7.4.4. when Mark L is a gate, it will be between two orange buoys.

7.4.5. when Mark L is a single mark, it will be an orange buoy

- 7.5 Starting and Finishing line

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

## 7.6 Abandonment and Shortening

7.6.1 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.'

7.6.2 Within a flight, when a visual signal is displayed over a numeral, the signal applies only to that match.

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

## 8. BREAKDOWN AND TIME FOR REPAIRS

8.1. 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 signal a breakdown, her sails or injury to her crew and request a delay to the next start. She shall do so by verbally informing an umpire or RC official. She shall proceed as soon as possible close to leeward of the RC boat and remain there, unless otherwise directed.

8.2. The time allowed for repairs will be at the discretion of the umpires.

8.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal communicated as required by SI 8.1.

8.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal will not be grounds for redress. This changes RRS 62.1(a).

## 9. STARTING PROCEDURE

9.1. The next flight number will be displayed on the RC boat.

9.2. The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

## 10. CHANGE OF MARK W

10.1. Change of Course Signals (This changes RRS 33 and Race Signals)

10.1.1. Flag C and a colored flag means: 'Mark W has been changed. Sail to a mark the same color as the flag.'

10.1.2. When a change of course only affects some matches, the matches affected may be designated by the appropriate numeral pennant.

10.2. Signaling vessel

10.2.1. When a change of course is signaled after the first leg, it shall be displayed from a boat in the vicinity of Mark L; this will not be the RC signal boat that forms the starting line.

## 11. 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.

## 12. CODE OF CONDUCT

12.1. 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.

12.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI 2 and SI 3.

12.3. The penalty for breaking this SI is 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.

## 13. DISCLAIMER

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

## SI ADDENDUM B

### 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
<b>Level A</b> 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.
<b>Level B</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.
<b>Level C</b> 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** (RRS 8.6)

Level	Round Robin	Knock Out
<b>A</b>	None	None
<b>B</b>	Three quarters of a point	Three quarters of a point
<b>C</b>	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.

### Charges Assessed

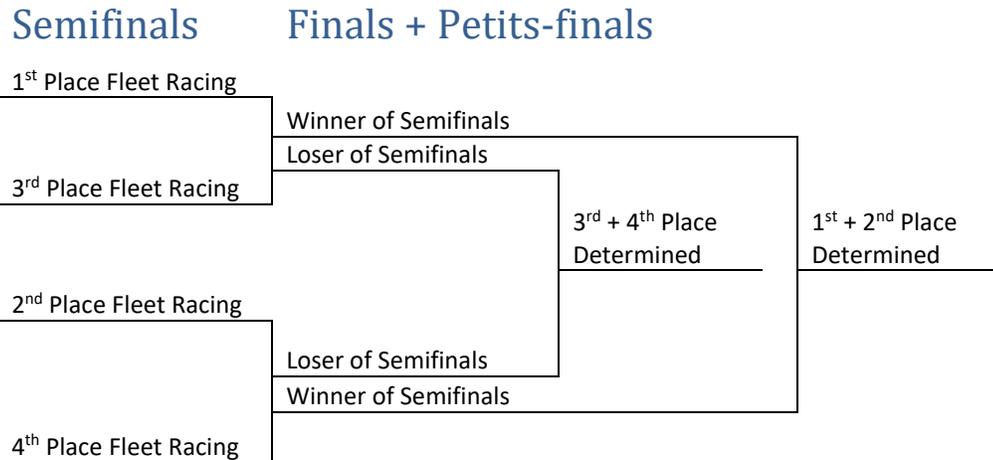
The assessment of damage level is only for the purpose of points-penalties, and is not linked to any charges that may be assessed.

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.

## SI ADDENDUM C

### Event Format and Pairing Sheet

- A. The skippers qualifying for this stage will be paired in accordance to the following table, where place is the finish in the fleet series.



- B. In the semi-finals and petits-finals, the first skipper to score at least two (2) points will be the winner of that knock-out series.
- C. In the finals, the first skipper to score at least three (3) points will be the winner of the regatta. The other skipper will place second. The race committee may decide, before the warning signal of the first race of the finals, to change the format so that the first skipper to score two points is the winner of the regatta. This change will be announced via radio.
- D. The losers from the Semifinal round will compete in a Petits-Finals for 3rd place.

Pairing list to be supplied.