

2014 Irish Match Racing Open

13-14 December 2014

SAILING INSTRUCTIONS

Abbreviations:

OA – Organizing Authority

NoR – Notice of Race RC – Race Committee

RRS – Racing Rules of Sailing SI – Sailing Instructions

1. RULES

1.1 The event will be governed by:

(a) the ‘rules’ as defined in the RRS, including RRS Appendix C

(b) the Rules for Handling Boats (SI Addendum C), which apply to any practice sailing;

(c) class rules will not apply;

1.2 No national authority prescriptions will apply.

1.4 Boats may be required to race with on board observers to give information to the umpires. Observers will be weight-equalised by fixing weights near the stern.

Observers will not take part in sailing the boat or communicate with the crew while racing.

1.5 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.”

1.6 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 Addendum 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 Addendum E is appropriate, they shall act under rule C8.4.”

1.7 Delete RRS C6.3 and replace with:

“A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, 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.”

2. ENTRIES & ELIGIBILITY

2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.

2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit €1,000 for damage and complete crew weighing, all between 17.00hrs and 21.30hrs on Friday 12 December 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 Jury.

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 at the notice board in Howth Yacht Club.

3.2 Signals made ashore will be displayed from the Flagpole located at the entrance to Howth Yacht Club Marina.

3.3 Skippers shall attend the first briefing, which will be at 08.15hrs on Saturday 13 December 2014 in the main dining room at the Howth Yacht Club, unless excused by the OA.

3.4 The first meeting with the umpires will be held after the first briefing.

3.5 A daily morning meeting will start at 08.15hrs at the Howth Yacht Club.

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 an RC representative and the Chief Umpire.

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 will communicate the amendment verbally or in writing to competitors.

5. BOATS AND SAILS

5.1 The event will be sailed in J/80-type boats.

5.2 The sails to be used will be allocated by the RC and include a mainsail, jib and symmetrical spinnaker.

5.3 Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

5.4 The sail combination to be used will be mainsail, jib, and spinnaker, unless signalled from the RC vessel with or before the attention signal. The signals shall have the following meanings:

Signal Sail Combination to be used

- No Signal Mainsail, jib and symmetrical spinnaker
- Flag U Mainsail and jib only
- Flag Z Reefed mainsail, jib and symmetrical spinnaker
- Flag R Reefed mainsail and jib only

5.5 An umpire may give other restrictions or instructions to the boats verbally. Flag 3rd Substitute is not required.

5.6 If the RC decide that 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 the numbers 1 to 8.

6.2 If supplied by the OA, mainsails shall display skipper's names.

6.3 Boats will be allocated by the OA for each stage in accordance with a pre-determined draw by the Chief Umpire.

6.4 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 four (4) or five (5) including minimum one female. All registered crew shall sail all races unless excused by the OA.

7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 350kg.

7.3 Crew weight may be checked during the regatta. At any re-weighing the total original weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall 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 Addendum 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 SI Addendum B or 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; and

(c) crews will exchange boats after odd matches of the series.

8.3 The racing days are scheduled as Saturday 13 and Sunday 14 December 2014 (inclusive).

8.4 The last time for an attention signal on the last day of racing will be 15.30hrs.

8.5 The number of matches to be sailed each day will be determined by the RC.

8.6 The RC, after consulting with the OA, 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.

8.7 The intended time of the first attention signal each day is 09.30hrs.

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. Competitors will be so advised verbally by an umpire. Flag 3rd Substitute will not be used.

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 in the vicinity of Ireland's Eye.

10. COURSE

10.1 The course configuration (not to scale) is:

Mark W o

Mark L o

Start/Finish o-----o

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

Marks W and L shall be rounded to starboard.

Signal Sail Combination to be used Laps

No Signal Start – W – L – W – Finish 2

Flag S Start – W – Finish 1

Flag T Start – W – L – W – L – W – Finish 3

10.3 Description of marks:

- (a) The RC boat will be identified by the letters “RC” on a flag
- (b) The starting/finishing line mark will be a small Cherry red buoy.
- (c) Mark W will be a Black cylindrical buoy approximately 1.4m high.
- (d) Mark L will be a Black cylindrical buoy approximately 1.4m high.
- (e) The change mark will be a Yellow cylindrical buoy.

10.4 Starting/Finishing Line:

- (a) The starting/finishing line will be straight line between the course side of the starting/finishing mark and the red and white striped staff 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.

10.6 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 red 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

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 WINDWARD MARK

13.1 A change of course will be made by setting the change mark.

13.2 In the event of a change of course, flag C will not be displayed (changing RRS 33).

The change will be signalled as follows:

(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 the match affected. The preparatory signal will be following 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.

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. PRIZES

15.1 Prizes will be awarded to the first, second and third placed teams. The first placed Irish team will be awarded the title of Irish Match Racing Champions.

16. CODE OF CONDUCT

16.1 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.

16.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addenda C and D.

16.3 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:

- (a) excessive attempts to verbally coerce, coach or influence umpire decisions;
- (b) repetitive or on-going objection to an umpire decision (verbal or otherwise); or
- (c) abuse of umpires before or after a decision (See also ISAF MR Call M4).

16.4 Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

16.5 Gross breaches of this SI may be referred to the IJ for action under RRS 69.

17. RISK STATEMENT

Competitors' attention is drawn to NOR 17.

SI ADDENDUM A – LIST OF INVITED SKIPPERS

Mary O'LOUGHLIN

Marty O'Leary

Mark Lees

Annabel Vose

Emily Nagel

Diana Kissane

Graeme Grant

Ryan Scott

Peter Bayly

Cillian Dickson

SI ADDENDUM B – EVENT FORMAT

1. Stage 1 - Round Robin

1.1 All skippers will sail a single round robin - each skipper is scheduled to sail each other skipper once.

1.2 The 4 highest ranked skippers from Stage 1 shall qualify for Stage 2.

2. Stage 2 – Quarter-Finals

2.1 The skippers will be paired as follows: 8 v 1, 7 v 2, 6 v 3, 5 v 4.

2.2 In each quarter-final the higher ranked skipper from Stage 1 will be starboard entry in the first match.

2.3 The first four skippers to score at least 3 points shall proceed to Stage 4, the others to Stage 3.

3. Stage 3 – Positions 5 - 8

3.1 Of the four competitors in Stage 3, the highest ranked skipper from Stage 1 shall choose her opponent for her match.

3.2 The remaining two skippers shall sail each other.

3.3 In each match in Stage 3 the higher ranked skipper from Stage 1 will be starboard entry in that match.

3.4 The first two skippers to score at least 1 point shall be the winners, and sail against each other for 5th and 6th place, the losing skippers shall sail against each other for 7th and 8th place.

3.5 The first skippers to score at least 1 point shall be the winners and be awarded 5th or 7th place accordingly. The losers shall be awarded 6th or 8th place accordingly.

4. Stage 4 - Semi-Finals

4.1 The highest ranked skipper from Stage 1 of the four semi-finalists will be starboard entry in the first match and she shall choose her opponent.

4.2 The remaining two skippers shall sail each other and the higher ranked skipper from Stage 1 will be starboard entry in the first match.

4.3 The first two skippers to score at least 3 points shall proceed to Stage 6, the others to Stage 5.

5. Stage 5 – Petit-Final

5.1 The higher ranked skipper from Stage 1 of the two skippers will be starboard entry in the first match.

5.2 The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

6. Stage 6 - Final

6.1 The higher ranked skipper from Stage 1 of the two skippers will be starboard entry in the first match.

6.2 The first skipper to score at least 3 points shall be awarded 1st place, the other 2nd.

SI ADDENDUM C – RULES FOR HANDLING OF BOATS

1. GENERAL

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 permission 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.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than hand held compasses and watches.
- 2.20 Marking directly on the hull or deck with permanent ink.

2.21 Use of any tape that leaves a residue/ use of duct tape

2.22 Using the spinnaker pole to wing out the foresail.

2.23 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.

2.24 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.

2.25 A breach of SI C 2.22, 2.23 or 2.24 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.

3. PERMITTED ITEMS AND ACTIONS

The following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape
- (c) line (elastic or otherwise of 4mm 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) bosun's chair
- (j) spare flags
- (k) PFDs when not supplied by the OA

3.2 Using the items in 3.1 to:

- (a) prevent the 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 RRS Appendix C6

(g) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, provided that it does not extend the length of the boat by more than 100mm and does not require any repair after removal.

4. MANDATORY ITEMS AND ACTIONS

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, the report should be made verbally to the RC as soon as possible.

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 and assisting in the lifting out of the boat.

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 in the daily report.

1. SAILS AND SAILING EQUIPMENT

1.1 Mainsail and set of battens & sheets

1.2 Jib

1.3 Spinnaker

1.4 One winch handle

1.5 One spinnaker pole

1.6 Two spinnaker sheets

1.7 Two headsail sheets

1.8 Tiller extension

2. SAFETY GEAR

2.1 Bucket

2.2 Horseshoe Life ring

2.3 Bilge pump

3. TOOLS

3.1 Any supplied tools

4. GROUND TACKLE

4.1 Anchor and chain

4.2 Anchor line

5. MOORING LINES and FENDERS

5.1 Four mooring lines/springs

5.2 Three fenders

SI ADDENDUM E – DAMAGE 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	A	B	C
Round Robin	None	Half point	Three quarters of a point
Knock Out	None	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.