

**NOVA SCOTIA
MATCH RACING CHAMPIONSHIPS**

September 5 - 7, 2003

SAILING INSTRUCTIONS (SI)

Sailing Instructions (SI)

RC -Race Committee, PRO -Principal Race Officer, OA -Organizing Authority, CU Chief Umpire

1 RULES

- 1.1 The event will be governed by
 - (a) the 'rules' as defined in the Racing Rules of Sailing (RRS), including Appendix C.
 - (b) The rules for the Handling of Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
 - (c) The prescriptions of the National Authority will not apply.
When there is conflict the Sailing Instructions shall prevail over the NOR.
- 1.2 Add to RRS 42: "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."
- 1.3 Blank
- 1.4 Add RRS C8.6
When the match umpires, and at least one other umpire, decide that a boat has broken RRS 14 and damage results, they may, without a hearing, impose a penalty of half of one point. A competitor who is so penalized will be informed as soon as practical and may request a hearing. The protest committee (PC) will then proceed in accordance with RRS C6.6. The penalty, if any, decided by the protest committee may be more than half of one point. When the umpires decide that a penalty greater than half of one point would be appropriate they shall act in accordance with RRS C8.4.
- 1.5 blank
- 1.6 Add new RRS C11.1(d) and renumber C11.1(d) to (e) and C11.1(e) to (f).
"Has the highest score in the round robin after eliminating the score for the first race for each skipper."

2 ENTRIES and ELIGIBILITY

- 2.1 Only Yacht Clubs invited by the Nova Scotia Match Racing Championship Committee (OA) are eligible for the event.
- 2.2 To remain eligible, the entire crew shall complete registration, pay the non-refundable entry fee, and damage deposit (cheque or Visa number made payable to the Nova Scotia Match Racing Championship) in accordance with the Notice of Race.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. Should a deduction be made from the deposit the skipper will be required to restore the deposit to the original value in order to maintain eligibility.
- 2.4 After the warning signal for a match, the registered helmsman shall not leave the helm, except in an emergency.
- 2.5 When a registered helmsman is unable to continue in the event, the Chief Umpire or OA may authorize an original crew member to substitute.
- 2.6 When a registered crew member is unable to continue in the event, the Chief Umpire or OA may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The Official Notice board will be located in the BBYC Clubhouse
- 3.2 Signals ashore will be displayed from the BBYC flagpoles.
- 3.3 Skippers shall attend the daily morning meeting, unless excused by the OA.
- 3.4 A daily morning meeting will start at 1000 in the BBYC clubhouse.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI's made ashore will be posted before the start of any race affected and will be signed by the PRO or his representative.
- 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 signaled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

Sailing Instructions (SI) (Continued)

5 BOATS and SAILS

- 5.1 (a) The event will be sailed in J/29's provided by the OA.
(b) The sails to be used will be allocated by the RC.
- 5.2 The PRO may permit a substitute boat when it is satisfied that the original boat is damaged such that repairs in the time available are not practical.
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Identification of boats will be advised at the Skippers Meeting.
- 6.2 The mainsails shall display identification numbers as provided by the OA.
- 6.3 Boats will have been drawn prior to the start of the first race as decided by the RC.
- 6.4 Boats will be rotated amongst participating crews throughout the event. The boat rotation schedule will be included in the Pairing List which will be distributed to competitors at the Skippers' Meeting and will be Appendix A1 of these sailing instructions.

7 CREW MEMBERS, NUMBER & REQUIREMENTS

- 7.1 Crew members, number of crew, and requirements are per the Notice of Race.

8 SCHEDULE OF RACES & ORDER OF STARTING

- 8.1 Schedule is per the Notice of Race.
- 8.2 The RC may terminate or shorten the regatta/round or any part thereof, when in its opinion, it is impractical to hold the balance of the matches under the existing conditions or in the time remaining. The RC does not intend to start matches later than 1600, Sunday 15 September, 2002.
- 8.3 The number of races to be sailed each day will be determined by the PRO.
- 8.4 Each subsequent match will be started as soon as possible after the previous match.
- 8.5 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.

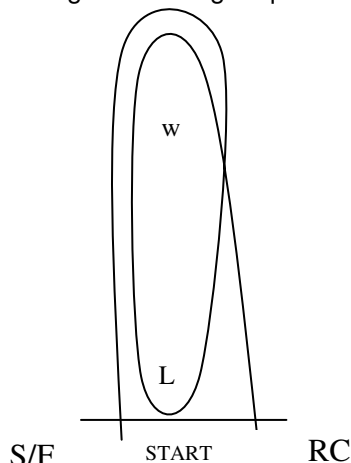
9 RACING AREA

- 9.1 The racing area will be per the Notice of Race

10 COURSE and MARKS

- 10.1 The course will be as illustrated:
(Start - W - L - W - Finish) leaving the windward and leeward marks to starboard:

Marks 'W' and 'L' will be orange inflatable pyramids. In the event that there is a change of course after the start, the new mark 'W' will be a yellow inflatable pyramid. Start/finish mark will be an orange inflatable pyramid. The RC boat will fly the RC flag.



10.2 Starting/Finishing Line

- (a) The start/finish line will be a line between the staff of the RC boat flying the RC flag and the course-side extremity of the start/finish mark.
- (b) A buoy may be attached to the RC boat stern and will be considered part of that vessel.
- (c) 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.

10.3 Abandonment and Shortening

- (a) After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.

- 10.4 Orange marks (mooring balls) may be placed to the north of Spruce Island. The area bounded by a line between these marks and Spruce Island is out of bounds. Boats may be penalized for entering this area.

Sailing Instructions (SI) (Continued)

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a match, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and to request a delay to the next start. She shall sail as soon as possible to close to leeward of the committee boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
After the attention signal of a flight, a match will not be postponed or abandoned due to breakdowns or the display of a breakdown signal as required by SI 11.1.
- 11.3 Failure to effect repairs in the time allowed, or breakdowns after the attention signal which are not caused by another vessel required to keep clear, will not be grounds for redress.

12 STARTING PROCEDURE

- 12.1 The start will be in accordance with Appendix C3.1, except that a white shape will be used for the first warning of a flight or restart. The start signal for the first start of a flight will be the warning for the second start of a flight.
- 12.2 As a courtesy, the RC boat may make a number of sound signals approximately one minute before signaling code flag F.
- 12.3 A boat that does not start within 2 minutes of her starting signal will be scored as 'Did not start'.

13 CHANGE OF COURSE

- 13.1 A course change will be signalled at the leeward mark by an RC boat displaying code flag C and making sound signals to call attention to the change. This changes RRS33.
- 13.2 Signaling vessel
 - (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
 - (b) When a change of course is signaled after the first leg it shall be displayed from a boat in the vicinity of mark L.

14 TIME LIMIT

- 14.1 A boat that does not finish within 5 minutes after her opponent will be scored DNF without protest. This changes RRS 35 and A5.

15 COACH BOATS

- 15.1 Coach boats shall conspicuously display identification of the team being coached.
- 15.2 The OA will not provide berths for coach boats.
- 15.3 Any interference by a coach boat with the racing or the event organization may result in a penalty applied at the discretion of the CU to the associated skipper or team.

16 MEDIA, IMAGES & SOUND

- 16.1 The OA may require competitors to be available for interviews.
- 16.2 The OA will have the right to use any images and sound recorded during the event free of charge.

17 PRIZES

- 17.1 Per Notice of Race

18 CODE OF CONDUCT

- 18.1 Skipper & crew shall comply with any reasonable request from any official, including attendance at official functions.
- 18.2 Crews shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C.
- 18.3 The penalty for infringement on this SI is at the discretion of the jury and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

Sailing Instructions (SI) (Continued)

19 DISCLAIMER

19.1 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.

Sailing Instructions (SI)

Appendix

SI APPENDIX A

A1 BOAT DRAW & SCHEDULE OF RACE See attached.

A2 LIST OF ELIGIBLE SKIPPERS

To be determined

SI APPENDIX B -EVENT FORMAT

- B1 All Challenger skippers shall sail a double round robin match. Each skipper sails each other skipper twice. The first (1st) place skipper and the skipper of the first place finishers choosing, that finished in any of second (2nd), third (3rd), or fourth (4th) place and the end of the round robin shall sail a best of three semi-final. The remaining two skippers from the top four finishers in the round robin shall sail a best of three semi-final. The winners of the semi-finals shall sail a best of five final.
- B2 In the event of a tie, the tie will be broken in favour of the skipper with the most points in races between the tied skippers. This changes RRS Appendix C13.1
- B3 If the tie is not broken by B2, the tie will be broken by a sail-off between the skippers still tied.

SI APPENDIX C - HANDLING THE BOATS

C1. GENERAL

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress.

C2. 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:

C2.1. Any additions, omissions or alterations to the equipment supplied.

C2.2 The use of any equipment for a purpose other than that intended.

C2.3 The replacement of any equipment without the sanction of the RC.

C2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

C2.7 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.

C2.8 Marking in anyway the deck, sheets or halyards.

C2.9 Attaching lines to the fabric of spinnakers.

C2.10 Adjusting or altering the tension of standing rigging, excluding the backstay.

C2.11 Using a winch to adjust the backstay.

C2.12 Adjusting life line tension.

C2.13 Using a reef line as an outhaul.

C2.14 Cross sheeting foresail sheets to cabin top winches.

C2.15 Omitting any headsail car or turning block before sheeting onto a winch.

C2.16 The use of electronic instruments other than compass and watches.

C2.17 Repositioning of temporary ballast (sand bags).

C3. PERMITTED ITEMS and ACTIONS

C3.1 Taking a bag on board containing:

(a) basic hand tools

(b) adhesive tape

(c) line (elastic or otherwise of 4 mm diameter or less)

(d) pen or pencil (not for marking deck or sheets)

(e) tell tale material

(f) hand held compass

(g) shackles and clevis pins

C3.2 The use of the contents of the bag to:

(a) prevent fouling of lines, sails and sheets

(b) attach tell tales

(c) prevent sails being damaged or falling overboard

(d) make minor repairs

C4. MANDATORY ITEMS and ACTIONS

C4.1 Any damage or potential breakage to a boat must be immediately reported to the RC, but not during a race.

Sailing Instructions (SI)

Appendix (Continued)

C4.2 At the end of each day crews are responsible for:

- (a) folding, bagging and covering of the sails as directed.
- (b) leaving the boat clean and reporting any damage.

C4.3 At the end of the final day for a particular boat the crew remove all trash and remove all tape and marks.

C4.4 Any request to alter, any equipment on a boat shall be in writing and worded to permit a yes/no answer.

C4.5 Infringement 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 APPENDIX D - EQUIPMENT LIST

D1 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 immediately to the RC, but not during a race.

D2 Sails and Sailing Equipment:

Mainsail and set of battens, Headsail, Spinnaker, Two winch handle, One spinnaker pole, Two spinnaker sheets, Two headsail sheets, Tiller extension, Mainsail cover and Ties, Headsail bag.

D3 Safety Gear:

Life jackets for each crew member.

D4 Mooring Lines & Fenders:

Two mooring lines, Two fenders