



SAILING INSTRUCTIONS

ROYAL BERMUDA YACHT CLUB
Presents

2011 ARGO GROUP GOLD CUP

MATCH RACING TOURNAMENT FOR THE KING EDWARD VII GOLD CUP

Part of The WORLD MATCH RACING TOUR
ISAF GRADE W

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
- the 'rules' as defined in the RRS, including Appendix C.
 - the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
 - any prescriptions of the national authority that will apply shall be posted on the official notice board.
- 1.2 Skippers who fail to attend the meetings outlined in SI 3.3, 3.5 and 3.6, or who leave the event before completing all of his/her scheduled matches, without the permission of the OA, may be protested by the OA or RC. The IJ may impose any penalty it deems appropriate, including the withdrawal of any prize money or the withholding of deposits. This amends RRS 64.1.
- 1.3 An IJ will be appointed in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 1.4 Changes to the Racing Rules of Sailing
- A boat may not request redress under RRS 62.1(a). The protest committee may decide to consider giving redress under that rule if it believes that an error has been made. The race committee may request the protest committee to consider this. This changes RRS 60.1(b) and 62.1(a).
 - 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.
 - Add to the last sentence of RRS 47.2 – Limitations on Equipment & Crew unless that person was placed on board by the OA and they have been retrieved from the water by a support boat or official boat.
 - Add to RRS C8.3: (d) made excessive attempts to verbally coerce, coach or influence an umpire decision; objected repetitively to an umpire decision (verbally or otherwise); or abused the umpires before or after an umpire decision.

SAILING INSTRUCTIONS

- 1.5 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 rule 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 or the Tour are eligible for the event. The Tour Invite Policy shall apply. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, deposit \$US1500 for damage and complete crew weighing, all between 1500-1800, 1930-2100 on 2 October and 0830-1200 on 3 October 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 on the veranda at the RBYC
- 3.2 Signals made ashore will be displayed from the yardarm of the main Club flagpole.
- 3.3 Skippers shall attend the first briefing, which will be at 1700 on Monday 3 October in the Lord Mark Kerr Dining Room unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately after the first briefing.

SAILING INSTRUCTIONS

- 3.5 A daily morning meeting will start one hour before the intended time of the first attention signal on the veranda at the RBYC.
- 3.6 Skippers shall attend a press conference on the veranda of the RBYC each day they race, starting as soon as possible after the last race of the day.
- 3.7 The umpires may communicate with the race boats via VHF radios. Failure by a competitor to receive, hear or understand these communications shall not be grounds for redress.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 15 minutes before the start of any race affected and will be signed by the RC and the IJ 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 IOD type boats.
(b) The sails to be used will be allocated by the OA.
(c) Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meanings:
- | <u>Signal</u> | <u>Sail Combination to be used</u> |
|---------------|------------------------------------|
| None | Jib, Full Main, Spinnaker |
| Flag Z | Jib, Full Main, 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 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 replacement boat. Such a replacement shall not be grounds for redress. This alters RRS 62.
- 5.5 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.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by sail number.

SAILING INSTRUCTIONS

- 6.2 The mainsails shall display skipper's names as provided by the OA.
- 6.3 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
In a knockout series the OA will nominate the boat pairs available for the matches and will be assigned as per SI Appendix B.
The allocation of pairs shall not be grounds for redress, this alters RRS 62.
- 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 4 or 5, excluding persons placed on board by the RC. 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 350 kg, 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 Appendix B.
- 8.2 (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. The initial assigned end shall be decided as per SI Appendix B. This changes RRS C4.1
(b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
(c) Crews will exchange boats after each odd numbered match of a knock out series.
- 8.3 The racing days are scheduled as 3 – 9 October.
- 8.4 Spare
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 (a) 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.
(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score for the round robin and any resulting ties 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.'

SAILING INSTRUCTIONS

- 8.7 The intended time of the first attention signal each day is 0900 except for Sunday 9 October when it will be 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 warning signal 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 shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.11 The attention signal will be made not less than 10 minutes after Flag AP with one sound is lowered ashore. This changes C 3.2(b) and RRS Race Signals.
- 8.12 When directed by the match umpires, the warning signal may be made 1 minute after the removal of Flag AP or N. This Changes C3.2 and RRS Race Signals.

9 RACING AREA

The racing area will be Hamilton Harbour.

10 COURSE

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

Mark W o

Mark L o

Start/Finish Line o----- o

- (b) **Course signals and course to be sailed**

Course signals will be displayed from the RC boat, on a board, at or before the warning signal.

Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
Numeral 1	Start-W-Finish
Numeral 2	Start - W - L - W - Finish
Numeral 3	Start - W - L - W - L - W - Finish
Numeral 4	Start - W - L - W - L - W - L - W - Finish

- (c) **Description of Marks**

The RC boat will be identified by a blue RC flag.

The starting/finishing line mark will be an orange cylindrical buoy.

SAILING INSTRUCTIONS

Mark W and L will be yellow tetrahedral marks.
The replacement mark will be a red, green or yellow tetrahedral mark.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a flagpole flying an orange 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

10.3 Course Limits

- (a) While racing no part of the hull of a boat shall sail inside the area marked by small orange buoys and shown in the diagram in Appendix F.
- (b) These areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching these buoys or objects defining these areas.
- (d) 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.

10.4 Abandonment and Shortening

RRS 32 is deleted and replaced with:

- (a) 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- (b) If a match is shortened, a signal vessel displaying code flag 'S' with the appropriate match numeral pennant(s) and making repetitive sound signals will be in the vicinity of mark W. Boats affected shall round mark W and proceed directly to the finishing line.
- (c) When a visual signal is displayed over a numeral pennant, the signal applies only to that match.

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 shall 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.





SAILING INSTRUCTIONS

SAILING INSTRUCTIONS

12 STARTING PROCEDURE

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

12.2 Starting signals will be made in accordance with the following table. This changes RRS C3.1.

Time to Start (minutes)	Visual Signal	Sound Signal	Means
7	Flag '7' displayed	One	Attention Signal
6	Flag '7' removed	None	
5	Flag '5' displayed Match numeral pennant displayed	One	Warning signal
4	Flag '4' displayed Flag '5' removed	One	Preparatory signal
2	Blue  or Yellow  flag or both displayed**	One**	End of pre-start entry time
1	Flag '1' displayed Flag '4' removed	One	1 Minute
0	Flag '1' removed Match numeral pennant removed	One	Starting signal

** if required in accordance with RRS C4.2

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 A change to the position of the windward mark will be made by displaying Flag C and a coloured flag or board which means: 'The windward mark has been replaced by a mark the same colour as the flag or board.' This amends RRS 33 and Race Signals.

13.2 Signalling vessel

- 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.
- When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L along with repetitive sound signals.
- When a visual signal is displayed over a numeral pennant, the signal applies only to that match.

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.

SAILING INSTRUCTIONS

15 COACH BOATS

Coach boats will not be permitted in the course area.

16 MEDIA, IMAGES and SOUND

16.1 If required by the OA:

- (a) The OA may require sponsors, media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- (b) The position of non-racing personnel and equipment will be determined by the RC and may be advised verbally.
- (c) Competitors may be required to wear communications equipment supplied by the OA. The wearing of such equipment shall not be grounds for redress. This changes RRS 62.

16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

16.3 The OA and World Match Racing Tour shall have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

- (a) The principal prize for first place will be the King Edward VII Gold Cup.
- (b)

First prize -	\$US 50,000
Second prize -	\$US 20,000
Third prize -	\$US 10,000
Fourth prize -	\$US 7,000
Fifth prize -	\$US 5,500
Sixth prize -	\$US 4,000
Seventh prize -	\$US 2,500
Eighth prize -	\$US 1,000
- (c) The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.
- (d) ISAF has been notified of these Prizes.

18 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. See SI 17(c)
- (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 C5.2 or C5.3:
 - Excessive attempts to verbally coerce, coach or influence umpire decisions;

SAILING INSTRUCTIONS

- 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 IJ. Any penalty is 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.
- (e) Gross breach of this SI may be referred to the IJ by the OA for action under RRS 69.

19 DISCLAIMER

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 A - LIST OF ELIGIBLE SKIPPERS

SKIPPER	COUNTRY	TEAM	TOUR/ISAF RANKING
Ian WILLIAMS	GBR	Team GAC Pindar	1
Francesco BRUNI	ITA	Bruni Racing	2
Torvar MIRSKY	AUS	Mirsky Racing	3
Peter Gilmour	AUS	YANMAR Racing	4
Bjorn HANSEN	SWE	Mekonomen Sailing Team	5
Damien IEHL	FRA	French Match Racing Team	6
Mathieu RICHARD	FRA	French Match Racing Team	7
Jesper RADICH	DEN	Adrian Lee and Partners	8
Johnie BERNTSSON	SWE	Berntsson Sailing Team	9
Phil ROBERTSON	NZL	WAKA Racing	10
Staffan LINDBERG	FIN	Alandia Sailing Team	
Eric MONNIN	SUI	Oklays Corum Sailing Team	
Laurie JURY	NZL	Zoke KiwiMatch	
Keith SWINTON	AUS	Black Swan Racing	
Reuben Corbett	NZL	AON Racing	
Taylor CANFIELD	ISV		
Blythe WALKER	BER		
Simone FERRARESE	ITA		
Peter MILLER	BER		
Jordan REECE	AUS		
Lance FRASER	BER		
Sam PEARSON	GBR		
Jakub PAWLUK	POL		
Terry McLAUGHLIN	CAN		

Ranking as of 1 month before the event.

SAILING INSTRUCTIONS

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

- 1 Stage One – Qualifying Round Robin(s)**
 - (a) Skippers will be divided in to 3 Groups.
 - (b) Each Group will sail a round robin - each skipper sails each other skipper once.
 - (c) The 2 highest scoring skippers from each Group shall qualify for Stage Three.
 - (d) The 3rd and 4th placed skipper from each Group shall qualify for Stage Two

- 2 Stage Two – Repechage Round Robin**
 - (a) All skippers will sail a round robin - each skipper sails each other skipper once.
 - (b) The 2 highest scoring skippers shall qualify for Stage Three.

- 3 Stage Three – Quarter Final Knockouts**
 - (a) The highest ranked skipper from Stage 1 Group 3 shall choose their opponent.
 - (b) The highest ranked skipper from Stage 1 Group 1 that hasn't been chosen shall choose their opponent.
 - (c) The highest ranked skipper from Stage 1 Group 2 that hasn't been chosen shall choose their opponent.
 - (d) The two remaining skippers shall sail each other.
 - (e) The first four skippers to score at least 3 points shall qualify for Stage Five.
 - (f) The remaining skippers shall qualify for Stage Four.
 - (c) The higher ranked skipper from Stage 1 in each match will be assigned the starboard entry for the first match.
 - (d) The higher ranked skipper from Stage 1 in each match may be given the choice of boat pair unless the boat pairs are assigned by the OA.

- 4 Stage Four – Fifth to Eight Places**
 - (a) The highest ranked skipper from Stage One shall choose their opponent and will be given the choice of boat pair unless the boat pairs are assigned by the OA.
 - (b) The remaining skippers shall race each other. The higher ranked skipper from Stage One will be given the choice of boat pair unless the boat pairs are assigned by the OA.
 - (c) The first two skippers to score at least 1 point shall sail each other for places 5 and 6, the remaining two skippers shall sail each other for places 7 and 8. The first skippers to score at least 1 point shall be awarded the higher rank.
 - (d) The higher ranked skipper from Stage One in each match shall be assigned the starboard entry

- 5 Stage Five – Semi Finals**
 - (a) The highest ranked skipper from Stage One shall choose their opponent, the remaining two shall sail each other.
 - (b) The first two skippers to score at least 3 points shall proceed to Stage Seven the others to Stage Six.
 - (c) The higher ranked skipper from Stage One in each match will be assigned the starboard entry for the first match.
 - (d) The higher ranked skipper from Stage One in each match may be given the choice of boat pair unless the boat pairs are assigned by the OA.

SAILING INSTRUCTIONS

6 Stage Six - Third/Fourth Place Final

- (a) The first skipper to score at least 2 points shall be awarded third place, the other fourth place.
- (b) The higher ranked skipper from Stage 1 will be assigned the starboard entry for the first match.

7 Stage Seven - Finals

- (a) The first skipper to score at least 3 points shall be the winner, the other second place.
- (b) The higher ranked skipper from Stage 1 will be assigned the starboard entry for the first match.

SAILING INSTRUCTIONS

SI APPENDIX C - HANDLING 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 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 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 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the backstay or tension the vang.
- 2.14 Using a reef line as an outhaul.
- 2.15 Cross winching foresail sheets.
- 2.16 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.17 The use of electronic instruments other than equipment provided, compass and watches.
- 2.18 Using the spinnaker pole to wing out the foresail.
- 2.19 Marking directly on the hull or deck with permanent ink.
- 2.20 Using the windward jib / genoa sheet as a barber hauler.
- 2.21 Using a winch handle for the purpose of hiking
- 2.22 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.
- 2.23 A breach of SI C 2.20, 2.21 or 2.22 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
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell tale material

SAILING INSTRUCTIONS

- (f) watches, timers and associated fixings
 - (g) handheld compass
 - (h) shackles and clevice pins
 - (i) velcro tape
 - (j) spare flags
- 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) keep track of time and take compass bearings (items in 3(f) and (g))
 - (h) attach the items in 3.1(f) to the supplied equipment
- 3.3 Changing the number of mainsheet purchases.
- 3.4 The use of lazy sheets and control lines for the purpose of hiking normally. This amends rule 49.1. For clarity, hiking normally does not include trapezing or hiking with the torso below the deck level. A breach of this sailing instruction is not open to protest by boats but may be subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 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, 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.
- 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.
- 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.

SAILING INSTRUCTIONS

SI APPENDIX D - EQUIPMENT LIST

- 1 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 on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

Two winch handle

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Tiller extension

SAFETY GEAR

Life jackets for each crew member

Boat hook

Bucket and lanyard

Oar or Paddle

Bilge pump

VHF Radio

TOOLS

Any supplied tools

GROUND TACKLE

Anchor and chain

Anchor line

MOORING LINES and FENDERS

Two mooring lines

Two fenders

SAILING INSTRUCTIONS

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
3 A	None	None
B	Half point	None
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.

SAILING INSTRUCTIONS
SI APPENDIX F – COURSE LIMITS

