**ilOakcliff Sailing Center 2010 Match Race Series**

**Dates:**

**Spring Series (6 Saturdays):**
- April 10, 24
- May 1, 29
- June 5, 12

**Summer Series (5 Saturdays):**
- July 3, 17
- August 7, 14, 21

**Fall Series (10 Saturdays):**
- September 4, 18, 25
- October 2, 9, 16, 23
- November 6, 13, 20

**SAILING INSTRUCTIONS**

Abbreviations:
- PC – protest committee
- RC – race committee
- QA – 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
   (a) the 'rules' as defined in the RRS, including Appendix C.
   (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.

1.2 Boats may be required to race with onboard observers.

1.3 Major Alterations to the RRS
   IN ORDER TO PREVENT COLLISIONS, THE RRS ARE MODIFIED AS FOLLOWS:
   (a) A boat may be penalized under rule 14 even if no damage or injury results. Specifically:
      RRS C6.1 (a) is modified to remove the words “except rule 14”.
      RRS C6.2 (a) is omitted.
      The intent of these changes is to allow umpires to penalize a right of way boat for failure to avoid a collision that she could have avoided, and to allow the use of a Y flag for rule 14 infractions.
   (b) One meter rule: The umpires may consider one meter or less between boats as contact.
   (c) Discipline: In the event of a collision, the OA may ban one or both skippers temporarily or permanently.
   (d) As per ISAF policy: a collision that causes significant damage may result in a half point scoring penalty. A collision that causes major damage may result in a scoring penalty of one or more points.

1.4 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

2.1 Before helming a Swedish Match 40 (SM40) in a match race, all SM40 skippers must be "certified" through one of the following avenues:
- By Resume
- By successfully completing an SM40 Match Racing Clinic
- Through private coaching by staff member
Please send resume / qualifications or request for coaching to: race@oakcliffsailing.org

2.2 REGISTRATION AND TEAM ASSIGNMENTS

(a) All competitors should register in advance of each event online at:
http://www.oakcliffsailing.org/sail-with-us/regattas/

(b) If you have registered for an event but cannot attend for any reason, cancellation is required electronically before 8am or by calling 415 760 7642 before 10am.

(c) The OA reserves the right to designate crew lists at any time but skippers are welcome and encouraged to bring a full or partial team and every effort will be made to have those teams stay intact.

(d) Individuals (either crew, skipper) are strongly encouraged to sign up and teams will be created.

2.3 All skippers shall obtain an ISAF Sailor ID by registering online at www.sailing.org/isafsailor (click on “Sailor Registration” at the right). This is FREE and takes under a minute. Skippers shall inform the OA of their ISAF Sailor ID. Please email your ISAF ID # to race@oakcliffsailing.org

2.4 To remain eligible all skippers are required to pay an initial damage deposit of $250. The damage deposit may be made by check or cash.

2.5 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.

2.6 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.

2.7 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.

2.8 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.

2.9 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 4 South Street, or communicated verbally.

3.2 Skippers shall attend the first briefing, which will be at 4 South Street at 10am, unless excused by the OA.

3.3 The first meeting with the umpires will be immediately following the first briefing.

4 AMENDMENTS TO SAILING INSTRUCTIONS

4.1 Amendments to the SI made ashore may be posted at 4 South Street prior to the end of the first briefing and will be communicated verbally.
4.2 Amendments made afloat will be communicated verbally.

5 BOATS AND SAILS

5.1 (a) The events will be sailed in Swedish Match 40 (SM40) type boats. On occasion, Shields type boats will be used instead of or in addition to SM40s. On April 10, Shields type boats will be used.
(b) The sails to be used will be allocated by the RC.

5.2 Other restrictions or instructions may be given to the boats verbally.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

6.1 Boats will be identified by bow number.

6.2 Boats may be drawn each day at the morning meeting or assigned by the OA.

7 CREW MEMBERS, NUMBER and WEIGHT

7.1 The total number of crew, including the skipper, shall be five, or as indicated by the OA, excluding observers.

8 EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format and match pairing lists are detailed in SI Appendix A and B. The matches to be sailed in a flight may be displayed in order of starting on the RC boat.

8.2 The scheduled racing days are listed at the beginning of this document.

8.3 The latest time for a warning signal each day of racing will be 4:00pm.

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

8.5 (a) 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.
(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 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.

8.6 The intended time of the first attention signal each day is Noon.

8.7 Each subsequent flight will be started as soon as practicable after the previous flight.

8.8 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.

8.9 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.

9 RACING AREA

The racing area will be determined by the OA and the RC.

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, at or before the warning signal. Marks W and L shall be rounded to starboard.

<table>
<thead>
<tr>
<th>Signal</th>
<th>Course</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Signal</td>
<td>Start - W - L - W - Finish</td>
</tr>
<tr>
<td>S</td>
<td>Start - W - Finish</td>
</tr>
</tbody>
</table>

(c) **Description of Marks**
The RC boat will be identified by a Blue RC Flag. The starting/finishing line mark will be a Yellow Tetrahedron. Mark W will be an Orange Cylinder. Mark L will be an Orange Cylinder. A Port Replacement Mark W, which may be set to the left of the original Mark W, will be a Red Cylinder. A Starboard Replacement Mark W, which may be set to the right of the original Mark W, will be a Green Cylinder.

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 red or orange flag on the RC boat.
(b) The finishing line will be between the staff with an orange flag on the RC boat and the course-side of the finishing line mark.
(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 **Course Limits**
(a) A diagram of “off limits” area(s) may be provided to competitors, and/or limit buoys may be laid close to the shore.
(b) No part of a boat shall cross the imaginary straight line between any two adjacent limit buoys on the same side of the course.
(c) No part of a boat shall sail inside any “off limits” area(s) shown in the diagram.
(d) These lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
(e) There is no penalty for touching these buoys or objects defining these areas.
(f) 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**
(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 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.

12 STARTING PROCEDURE

12.1 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 THE WINDWARD MARK

13.1 (a) A Starboard Replacement Mark W (Green Cylinder) may be set to the right of the original Mark W.
(b) A Port Replacement Mark W (Red Cylinder) may be set to the left of the original Mark W.

13.2 Subsequent changes may revert to the original mark, or to another replacement mark W of a different colour.

13.3 Change of Course Signals (amends RRS 33 and Race Signals)
(a) Flag C and a coloured flag means: ‘The windward mark has been moved. Sail to a mark the same colour as the flag.’
(b) When a change of course after the start affects only some matches, these shall be designated by the appropriate numeral pennant.

13.4 Signalling 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 signalled after the first leg it shall 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 SPARE

16 MEDIA, IMAGES and SOUND
The OA shall have the right to use any images and sound recorded during the event free of any charge.

17 SPARE

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.
(b) Boat check in and check out procedures must be followed, and competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
(c) The penalty for breaking this SI is at the discretion of the OA and may include exclusion from further participation in the event or series, or the withholding of deposits.

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.

SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK OUT TABLE

TBD for each event.
SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Each event will consist of the following stages:

1 First Stage - Round Robins or Knock Out Series

   (a) All skippers will sail a multiple round robin.

   OR

   (b) All skippers will sail a knock out series. Skippers will be paired in accordance with the
       attached table (Schedule A). The first skipper in each pair to score at least three points
       shall advance.
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 Omitted
2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the OA.
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 Omitted
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 Omitted
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 compass and watches.
2.20 Using the spinnaker pole to wing out the foresail.
2.21 Marking directly on the hull or deck with permanent ink.
2.22 Omitted
2.23 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.
2.24 Omitted
2.25 Omitted
2.26 Omitted
2.27 A breach of SI C2.23, 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
   (f) watch, timers and hand held compass
   (g) shackles and clevice pins
   (h) velcro tape
   (i) bosun’s chair
   (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

3.3 Omitted

Comment: Item 2.24 and 2.25 should be used only when the boats have retractable bowsprits.
3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS
The following are mandatory.

4.1 Boat check out and check in procedures must be followed.

4.2 Reporting all damage to the OA. Reports shall include any matters which could cause damage or disadvantage to the boat in future matches.

4.3 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

4.4 Removing all trash and removing all tape and marks.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 Omitted

4.7 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.
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 to the OA.

SAILS and SAILING EQUIPMENT
Mainsail and set of battens
Jib or Genoa
Spinnaker
Winch handles
One spinnaker pole
Two spinnaker sheets
Two headsail sheets
Genoa cars

SAFETY GEAR
Bucket and lanyard
Bilge pump handle

TOOLS
Any supplied tools

GROUND TACKLE
Anchor and chain
Anchor line

MOORING LINES
Two mooring lines

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