



Oakcliff Sailing 2015 Grade 5 Match Race Series – Tuesday Events

May 19, June 16, June 23, July 14, July 21, August 4, September 1

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee RC – race committee OA – organizing 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 Addendum C), which also apply to any practice sailing and sponsor races.
- (c) the US SAILING prescriptions to RRS 67 and 76.1 only will apply (the text will be posted on the official notice board).

1.2 Boats may be required to race with onboard observers.

1.3 MAJOR ALTERATIONS TO THE RRS

(a) **IN ORDER TO PREVENT COLLISIONS, THE RRS ARE MODIFIED AS FOLLOWS:**

A boat may be penalized under rule 14 even if no damage or injury results. Specifically:

RRS 14 (b) is omitted.

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) In the event of a collision, the OA may ban one or both skippers temporarily or permanently.

1.4 RRS 31 is changed to 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing additionally while racing the boat may not touch the signal boat*.

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 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.

1.6 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 C 5.5 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.

1.7 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 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.

1.8 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).

1.9 Competitors are responsible for providing their own personal flotation device (PFD) and using them at their own discretion unless flag Y is flown from the RC boat. Oakcliff Sailing will have PFDs that teams can borrow and will be covered by the damage waiver.

1.10 When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing. When both of the boats in a match fail to sail the course in accordance with rule 28.1, they shall be scored DNF without a hearing unless they have sailed around the same marks in which case the boats shall be scored as if they had sailed the course in accordance with rule 28.1. This changes rule A5, 28 and 63.1.

Note: ISAF has approved a change to Appendix C from January 1, 2015 as follows: Delete current rule C2.9 and replace with: **C2.9** Rule 22.3 is deleted.

2 ENTRIES and ELIGIBILITY

2.1 Before helming a Match 40 (SM40) in a match race, all SM40 skippers must be “certified” by resume, by successfully completing an M40 Match Racing Clinic, or through coaching by a staff member. Please send resume / qualifications or request for coaching to: BSimon@oakcliffsailing.org

2.2 REGISTRATION AND TEAM ASSIGNMENTS

(a) All competitors should register online at: <http://www.oakcliffsailing.org/Calendar>. Registration including the damage deposit should be completed before the Initial Meeting on the day of the race.

(b) If you have registered for an event but cannot attend for any reason please cancel by contacting Bill Simon at bsimon@oakcliffsailing.org or 516-662-4926.

(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 or skipper) are strongly encouraged to sign up and pickup teams will be created where possible.

2.3 All skippers shall obtain an ISAF Sailor ID by registering online at www.sailing.org/isafsailor. Skippers shall inform the OA of their ISAF Sailor ID. Please email your ISAF ID # to bsimon@oakcliffsailing.org

2.4 Skippers are required to pay an initial damage deposit of \$2,500, which can be met by supplying a Credit Card at registration.

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 damage or loss to their boat unless responsibility is otherwise assigned by the umpires, PC or OA.

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 authorize an original crew member to substitute.

2.9 When a registered crew member is unable to continue in the event, the OA may authorize a 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 10:15 am, 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

4.2 Amendments made afloat will be communicated verbally via VHF ch. 69

5 BOATS AND SAILS

5.1 (a) The events will be sailed in Match 40 (M40) type boats.

(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, is suggested to be five or six, or as indicated by the OA, excluding observers. The target crew weight is 962.5lbs.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight may be displayed in order of starting on the RC boat.
- 8.2 Each sailing day will be scored as a separate regatta. The scheduled racing days are posted on the Oakcliff Sailing Calendar: <http://www.oakcliffsailing.org/Calendar>
- 8.3 The latest time for an attention signal each day of racing will be 8:30pm.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 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 favor of later stages.
- 8.6 The intended time of the first attention signal each day is 6:00 pm.
- 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 Oyster Bay or Cold Spring Harbor as determined by the OA and the RC.

10 COURSE

Course signals will be displayed from the RC boat, at or before the warning signal. Marks W and L shall be rounded to starboard.

No Signal:	Start - W - L - W - Finish
S Flag:	Start - W - Finish

Description of Marks

The RC boat will be Tomahawk or other vessel specified at the Initial Meeting.

The starting/finishing line mark will be a Yellow Mark.

Mark W will be a White, Red or Green mark.

Mark L will be an Orange Mark. Mark L may be a gate.

A Replacement Mark W, which may be set to the left or right of the original Mark W, will be a Red, White or Green Mark.

10.2 Starting/Finishing Line

(a) The starting/finishing line will be a line between the course side of a starting/finishing mark and the staff with the Oakcliff 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

An off limits area shall be observed 150 feet from the southwestern shore of Center Island.

(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.

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

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 This changes RRSC3.1

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

(a) In lieu of code flag 'P', a solid color flag will indicate both the preparatory signal and the color of Mark W.

(b) There is no default color for the windward mark (W).

13 CHANGE OF POSITION OF THE WINDWARD MARK

Change of Course Signals (amends RRS 33 and Race Signals)

(a) Flag C and a colored flag means: Mark W has been changed. Round the windward mark the same color as the flag.

(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.

(c) When a change of course after the start only affects some matches, the matches affected may be designated by the appropriate numeral pennant.

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 Omitted

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.

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 Addenda 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.

20 EVENT GRADING

The event has applied for ISAF Grade 5. This grading is subject to review by the ISAF Match Race Rankings Sub Committee. The event may be re-graded when there is clear reason to do so.

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

TBD for each event.

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT: Each event will consist of the following stages:

1 First Stage - Round Robin

(a) All skippers will sail a round robin.

(b) The OA may change the format, terminate or eliminate any round when conditions do not permit the completion of the intended format.

2 Second Stage – Sail-off for tied positions as required.

(a) All skippers will sail a first to one knock out.

(b) The OA may change the format, terminate or eliminate any round when conditions do not permit the completion of the intended format.

SI ADDENDUM C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize 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.

2.7 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.

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

2.14 Using a winch to adjust the mainsheet, backstay or vang.

2.16 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 except hand held compasses, watches, VHF, and small personal video devices like GoPro.

2.20 Using the spinnaker pole to wing out the foresail.

2.21 Marking directly on the hull or deck with permanent ink.

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 A breach of SI C 2.20 or 2.23, 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.

2.25 Discharge of trash into any waterway.

2.26 Hiking off halyards, control lines, or non working sheets.

2.27 Use of duct tape or any tape that leaves a residue.

2.28 Interfering with commercial fishermen. Beware that clambers may have long rakes.

2.29 The spinnaker pole may only be attached to the topping lift, spinnaker sheet and mast ring when off the mooring.

2.30 Changing the number of purchases on the mainsheet.

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
- (k) VHF Radio
- (l) water bottle
- (m) PFD
- (n) Halyard clips
- (o) Video cameras are permitted, solely for the teams own training purposes or other non commercial purposes, as long as any posting to websites or social media references and links to Oakcliff Sailing.

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) communicate with umpires, competitors, or RC.

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 mooring.

4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of repair 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 to the OA.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Genoa

Spinnaker

Three 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 line

SI ADDENDUM E – 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

Level	Round Robin	Knock Out
A	None	None
B	Three quarters of a point	Three quarters of a point
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.