



SAILING INSTRUCTIONS

2017 CONGRESSIONAL CUP

Official Stage of the WORLD MATCH RACING TOUR WORLD SAILING GRADE W

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
WMRT – World Match Racing Tour	STR – Standard Tour Rules

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 applies to any practice sailing and sponsor races. Class rules will not apply. This changes STR Attachment C.
 - (c) the STR excluding items 6.2, 8.11 and Section 2-WMRT Calls for M32 Racing
- 1.2 When a boat breaks rule 14 and umpires proceed under C8.6 they will follow the guidance in STR Attachment B except that 'Level A – Contact' is deleted and during all stages, the following penalty points will be applied instead of the monetary penalties: Level A = 0, Level B = 1/2 and Level C = 1 point. "Penalties for contact between boats in a fleet race" shall not apply.
- 1.3 Change RRS 41(a) to: 'help for a crew member who is ill, injured, in danger or to recover them from the water and return them on board, provided the return on board is at the approximate location of the recovery;'
- 1.4 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.
- 1.5 The attention signal will be displayed 7 minutes before the first starting signal. Number flags may be used in addition to or as replacements for timing code flags. This changes RRS C3.1.
- 1.6 RRS C11.2(a) is changed to: 'has the highest place in Stage One – Qualifying, applying rule C11.1 if necessary; This also changes STR Attachment A Event Format 2.
- 1.7 Add to RRS Appendix C – "2.17 Except when flag victor is displayed either on the race committee boat starting vessel before or at the attention signal for a race or from an official boat during a race, rule 42.3(c) is changed to: 'When sailing a downwind course after the starting signal a boat's crew may pump the sheet controlling any sail without restriction.'" This change has been approved by World Sailing in accordance with RRS 86.2.
- 1.8 Add after the first sentence of Appendix A5 '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. **This changes RRS 28 and RRS 63.1.**

2 ENTRIES

- 2.1 To remain eligible, the entire crew shall complete registration and deposit \$US2500 for damage and complete crew weighing, all between 0900 -1100 on March 28th unless extended by the OA.

3 COMPETITORS, NUMBER AND WEIGHT

- 3.1 The total number of crew, including the skipper, shall be a maximum of 7, excluding persons placed on board by the RC. All registered crew shall sail all races. The skippers are listed in SI Addendum A.
- 3.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 525kg (1156 lbs), determined at the time of registration.

4 COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board located in the lower-floor hallway north of the Regatta Room at the Long Beach Yacht Club (LBYC).
- 4.2 Signals made ashore will be displayed from the LBYC flagstaff.



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- 4.3 A daily morning meeting will start at 1000 on the 2nd deck of LBYC.
- 4.4 Each boat will be provided with a VHF radio. The RC may communicate via VHF 72
- 5 BOATS and SAILS**
- 5.1 The event will be sailed in Catalina 37 type boats
- 5.2 The sails to be used will be allocated by the RC. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:
- | <u>Signal</u> | <u>Sail combination to be used</u> |
|---------------|------------------------------------|
| None | Genoa, Full Main, Spinnaker |
| Flag J | Jib, Full Main, Spinnaker |
| Flag Z | Jib, Full Main, No Spinnaker |
- 5.3 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.
- 5.4 Mainsails shall display skippers' names as provided by the OA.
- 6 EVENT FORMAT and RACE SCHEDULES**
- 6.1 Event Format 2 as detailed in STR Attachment A will be used.
- 6.2 The racing days are scheduled as 28th March to 2nd April.
- 6.3 The next flight number will be displayed on the RC vessel.
- 6.4 The latest time for an attention signal on the last scheduled day of racing will be approx. 1800.
- 7 COURSE**
- 7.1 Signals and Course To Be Sailed will be as follows:
- | <u>Signal</u> | <u>Course</u> |
|---------------|---|
| None | Start – W – L ₁ /L ₂ – W – Finish |
| Code Flag S | Start – W – Finish |
- If used, Code flag S will be signalled at or before the warning signal.
Mark W will be rounded to starboard.
If only one leeward mark (L₁ or L₂) is laid, boats shall round this mark to starboard.
- 7.2 Description of Marks
- The RC vessel will be identified by a black and gold flag flying on a staff on the port side.
The starting/finishing line mark will be a black and gold inflatable sphere
Mark W will be a yellow tetrahedron.
Mark L₁/L₂ will be orange tetrahedrons.
The replacement marks will be either a green, yellow or red tetrahedron.
- 7.3 Starting/Finishing Line
- The starting/finishing line will be a straight line between the course side of a starting/finishing line mark and a staff flying a black and gold flag on the port side of the RC vessel.
- 7.4 Course Limits
- A number of small white buoys which may have orange and/or black markings may be laid close to the shore east of the Belmont Pier marking a swimming area as shown in the diagram in Addendum F. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys or their extensions.
- 7.5 The Belmont Pier is a hazard to navigation for boats sailing in the prestart area. In addition to concrete pilings and overhangs, there are light poles and fixtures and other equipment protruding from above.
- No part of the boat shall come into contact with the Belmont Pier or its fixtures or attachments.
 - This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
 - A breach of SI 7.5 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.



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- 7.6 From the Preparatory signal for Match 1 in a flight, boats not racing shall not enter an exclusion zone defined by the RC signal boat, the pin mark and the east and west ends of the Belmont Pier. A breach of SI 7.6 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.
- 8 BREAKDOWNS**
- 8.1 Refer to STR 10.1, 10.2, 10.3 and 10.4. STR 10.5 is deleted.
- 9 CHANGE OF POSITION OF THE WINDWARD MARK**
- 9.1 Changes to the course will be made by setting a replacement mark W.
- 9.2 Change of Course Signals (amends RRS 33 and Race Signals)
- (a) Flag C and a coloured flag or board means: 'The windward mark has been changed. 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.
- 9.3 Signalling vessel
- (a) When a change of course is made for the first leg, the signal will be displayed from the RC vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sounds.
- (b) When a change of course is signalled after the first leg, it will be displayed from a support vessel in the vicinity of mark L₁/L₂ along with repetitive sounds
- 10 PRIZES**
- 10.1 The principal prize for first place will be the winner's name engraved on the Congressional Cup. The winner shall also receive the Crimson Blazer.
Take home trophies will be awarded to the top three skippers and crew.
- | | | | | |
|------|----------------|-------------|-----------------|------------|
| 10.2 | First prize - | \$US 16,000 | Fifth prize - | \$US 6,500 |
| | Second prize - | \$US 14,000 | Sixth prize - | \$US 6,000 |
| | Third prize - | \$US 11,000 | Seventh prize - | \$US 5,000 |
| | Fourth prize - | \$US 10,000 | Eighth prize - | \$US 4,500 |
- The fleet race - \$US 2,000
- 10.3 Prizes have been approved by the NA.
- 10.4 WS have been notified of these Prizes.
- 11 RISK STATEMENT**
- 11.1 Competitors must read the risk statement found in item 14 of the Standard Tour Rules. By participating in the event competitors confirm they have read and understand the statement.

Contacts:

Event Chairman	Joe Seibert	jrseibert@gmail.com	+1(562) 743- 3551
Waterfront Director	Rick Roberts	raceoffice@lbyc.org	+1(562) 493-5173
Principal Race Officer	Randy Smith	randy@smithREgroup.com	+1(562) 547-8256



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SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

SKIPPER	TEAM	COUNTRY	SEEDING #
Phil ROBERTSON	China One Ningbo	NZL	1 st
Chris STEELE	36 Below Racing	NZL	2 nd
Taylor CANFIELD	US One	ISV	3 rd
Sam GILMOUR	Neptune Racing	AUS	4 th
Ian WILLIAMS	GAC PINDAR	GBR	5 th
Joachim ASCHENBRENNER	Aschenbrenner Racing	DEN	6 th
Nicolai SEHESTED	EWII Racing	DEN	7 th
Harry PRICE	Down Under Racing	AUS	8 th
Eric MONNIN	Albert Riele Swiss Team	SUI	9 th
Johnie BERNTSSON	Flux Team	SWE	10 th
Scott DICKSON	Dickson Racing Team	USA	Qualifier
David STORRS	Pequot Racing	USA	Qualifier



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SI ADDENDUM C – RULES FOR HANDLING BOATS

1 GENERAL

- 1.1 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 flag AP is displayed ashore.
2.8 While racing, detaching and subsequently not reattaching the anchor line of a mark of the course.
2.9 Hauling out a boat or cleaning surfaces below the waterline.
2.10 Using a flattener as a reef.
2.11 Attaching lines to the fabric of spinnakers.
2.12 Perforating sails, even to attach tell tales.
2.13 Radio transmissions (including mobile telephones), except via the OA supplied communications equipment and as allowed under SI Addendum C3.2(k).
2.14 Adjusting or altering the tension of standing rigging.
2.15 Using a winch to adjust the backstay or boom 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 other than hand held/personally worn, compasses, GPS systems and watches.
2.20 Marking directly on the hull or deck with permanent ink.
2.21 Use of any tape that leaves a residue or the use of duct tape
2.22 Using the spinnaker pole to wing out the foresail.
2.23 Gybing the spinnaker pole end-for-end.
2.24 Any changes to the spinnaker pole set up including trip line.
2.25 Disassembling winches.
2.26 Additional taping of spreader tips.
2.27 Removing mainsail battens while sailing.
2.28 Using the windward jib or genoa sheet as a barber hauler.
2.29 Using a winch handle for the purpose of hiking.
2.30 Trapezing or drop hiking.
2.31 Disconnecting, modifying or tampering with engine gear shift linkage or lever in any way.

A breach of STR C 2.28, 2.29 or 2.30 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.



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3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
- basic hand tools
 - adhesive tape
 - line (elastic or otherwise of 4 mm diameter or less)
 - marking pens
 - tell tale material
 - watch, timers and associated fixings
 - hand held compass
 - hand held GPS systems
 - shackles and clevis pins
 - velcro tape
 - bosun's chair
 - spare flags
 - PFDs when not supplied by the OA
 - cameras and transmission equipment
- 3.2 Using the items in 3.1 to:
- prevent fouling of lines, sails and sheets
 - attach tell tales
 - prevent sails being damaged or falling overboard
 - mark control settings
 - make minor repairs and permitted adjustments
 - make signals as per RRS Appendix C6
 - keep track of time, place and velocity
 - take compass bearings
 - attach the items in 3.1(f) to the supplied equipment
 - effect personal safety
 - record and/or transmit moving or still images
- 3.3 The use of lazy sheets and control lines for the purpose of hiking normally, except and excluding the tail of any line that goes through a halyard clutch and the foreguy. This amends rule 49.1. A breach of this sailing instruction is not open to protest by boats but may be subject to action by 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. When boats are exchanged 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:
- folding, bagging and placement of the sails as directed
 - leaving the boat in the same state of cleanliness as when first boarded that day
- 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 The engine gear shift lever shall be in reverse while racing. Tape shall be wrapped around both gear shift lever and throttle lever and binnacle while racing to prevent movement and fouling by mainsheet purchase.
- 4.7 When under engine and shifting from forward to reverse gear or vice versa, idling the engine before engaging the new gear.



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- 4.8 Rigging the spinnaker fore guy system as a 2 to 1 purchase with the tails dead ended at the fore guy cleats.
- 4.9 Attaching the spinnaker sheet turning blocks to the outer aft eye strap near the shear line, with the sheets led through the blocks. Attaching the spinnaker sheet and after guy (brace) to the spinnaker at all times while set. The sheet and guy shackles may be connected to facilitate attachment to the sail.
- 4.10 Attaching three fore guy blocks (one to the spinnaker pole and two to the fore guy pad eye on the deck).
- 4.11 Attaching and taping the foresail luff hanks while sailing.
- 4.12 Retaining the halyards in the mast while sailing.
- 4.13 Keeping the outhaul shackle, clew strap, tack pin and cunningham hook attached to the mainsail while sailing.
- 4.14 Attaching the jib cars to the track with the dent pin facing aft.
- 4.15 Using the forward cockpit winches to sheet the foresail.

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.



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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 on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Small headsail
- Large headsail
- Spinnaker
- Three winch handles
- One spinnaker pole
- Two spinnaker sheets
- Two spinnaker guys
- Four headsail sheets
- One fore guy
- Jib cars

SAFETY GEAR

- Fire extinguisher
- Life jackets for each crew member
- Foghorn
- First Aid kit
- Bucket and lanyard
- Flares
- Life ring
- Bilge pump

TOOLS

- Any supplied tools

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES and FENDERS

- Four mooring lines (which may be used for flossing the hull and appendages).
- Two fenders

GALLEY EQUIPMENT

- Lunch box
- As provided by the organisers

FUEL and WATER

11.2 As provided by the organisers



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12 SI ADDENDUM F – COURSE LIMITS

