



Junior Match Race Invitational WORLD SAILING GRADE 5

Long Beach Yacht Club

Long Beach, CA

June 3, 2017

SAILING INSTRUCTIONS

The Junior Match Race Invitational (JRMI) will be hosted by Long Beach Yacht Club (LBYC). LBYC is the Organizing Authority (OA). LBYC is located at 6201 Appian Way, Long Beach CA 90803. Phone number is (562) 598-9401. Club and Event information are available at www.lbyc.org.

Abbreviations:

PC – protest committee

OA – organizing authority

RRS – racing rules of sailing

IJ – International Jury

RC – race committee

NA – national authority

SI – sailing instructions

NOR – notice of race

1 RULES

1.1

- (a) The event will be governed by the “rules” as defined in the WS Racing Rules of Sailing, including Appendix C, except as amended by this Notice of Race (NOR) and the Sailing Instructions (SI).
- (b) The Rules for Handling of Boats (Addendum C of SI), and will also apply to any practice sailing and sponsor races. Class rules will not apply.
- (c) US Sailing Prescriptions to Rules 60, 63.2 and 63.4 shall not apply.

1.2 Major Alterations to the RRS

- (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.
- (b) RRS C8.6 and C6.3 will be changed in the SI.

1.3 An IJ or PC shall be appointed by the OA.

1.4 The OA may place a sponsor or observer on each boat in a match.

1.5 In the event of a conflict between the NOR and the SI, the SI shall prevail. **This changes RRS 63.7.**

1.6 The OA reserves the right to amend this NOR. Any amendments to the NOR shall be posted at <http://www.lbyc.org>.

1.7 Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. **This changes RRS 62.1 (a).**

1.8 If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty need not be taken. **This changes RRS C 7.2(d)**

2 SKIPPERS ELIGIBILITY

2.1 Six (6) skippers shall be invited. Only skippers invited by the OA will be eligible.

2.2 All competitors must meet the eligibility requirements of ISAF Eligibility Code 19.2

2.3 Spare

2.4 Registered skipper shall helm the boat at all times while racing unless excused by the OA.

- 2.7 The Skipper shall be entered upon completion of registration, and the payment of the damage deposit. All payments shall be in US Dollars or by Credit Card. Final competitor list will be noted in SI APPENDIX A.
- 2.8 The entry fee is \$50 US.
- 2.9 Damage Deposit - \$400 US
- a) An initial deposit of \$400 US shall be paid at registration, unless extended by the OA. The deposit represents the maximum payable by the skipper as a result of any one incident.
- b) In the event of a deduction from the damage deposit is decided by the OA it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event
- c) Any remaining deposit after the event will be refunded 30 days after the event, minus the costs of any yacht damage or other costs incurred and left unpaid, for which the OA deems the skipper to be responsible for.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the Official Notice Board located in the lower-floor hallway, north of the Regatta Room at LBYC.
- 3.2 Signals made ashore will be displayed on the Club's flagstaff.
- 3.3 Skippers shall attend the first briefing on June 3rd at 1000 hrs.
- 3.4 Skippers shall attend the first meeting with umpires immediately following the first briefing.

4 AMENDMENTS TO THE SAILING INSTRUCTIONS

- 4.1 Amendments to the SI will be posted on the Official Notice Board at LBYC before 1000 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect and will be signed by the RC and/or the Jury.
- 4.2 Code flag Lima over a numeral pennant corresponding to the number of the change will be hoisted from the Club's flagstaff to signal the change.
- 4.3 Oral changes may be given on the water per RRS 90.2(c). To announce a change on the water, the RC signal boat shall hoist code flag Lima with one (1) sound signal. Competitors are then instructed to sail near the RC signal boat to receive instructions. An umpire may also communicate these changes either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The event will be sailed in Soling type boats, provided by the OA.
- 5.2 6 boats will be provided.
- 5.3 Boats shall be assigned by draw and rotated daily per APPENDIX E or as described at the competitor's briefing. Boats may also be assigned during any round by the OA or RC.
- 5.4 Boats shall be supplied with a mainsail, and jib. Sails shall remain with the boats.
- 5.5 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. **This changes RRS 62.1(a).**
- 5.6 The RC 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 boat.
- 5.7 The RC may permit a substitute boat or sail when it is satisfied the original boat or sail 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 hull or sail number
- 6.2 Spare
- 6.3 Boats will be drawn at the beginning of each stage as decided by the RC and rotated per SI APPENDIX E.

7 CREW MEMBERS, NUMBER AND WEIGHT

- 7.1 The crew shall be a maximum of three (3). All registered crew shall sail all races.
- 7.2 Spare
- 7.3 Spare
- 7.4 If a registered Skipper is unable to continue the event, the OA may assign another crewmember to substitute.
- 7.5 If a registered crewmember is unable to continue the event, the OA may authorize a temporary or full replacement

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI APPENDICES B and D. The matches to be sailed in a flight will be displayed in order of starting on the RC signal boat.

(a) In a knock-out series between two skippers, they shall alternate assigned ends for each match.

- (b) The initial assigned end shall be decided as per SI APPENDIX B.
- (c) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.

8.2 The racing days are scheduled as June 3, 2017.

8.3 Spare

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

- (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 favor of later stages.
- (b) RRS C10.3 shall apply if a single round robin is terminated before completion or if a double round robin is terminated during the first round robin.

8.5 The intended time of the first attention signal each day will be announced at the daily competitors briefing.

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

8.7 When a match cannot start at its intended time, the signals and starts of the following matches may be moved forward. In this event the RC or Umpires will notify the affected boats.

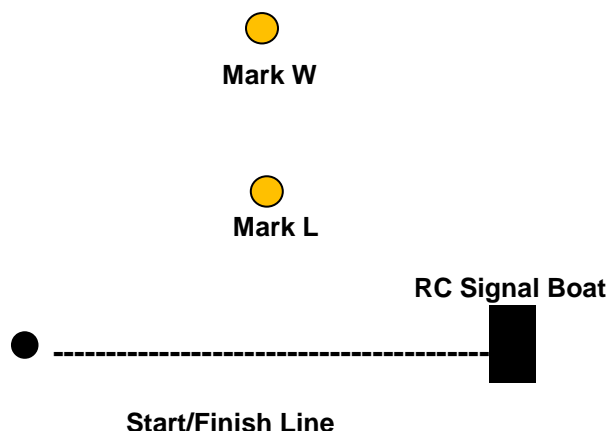
8.8 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area is in Alamitos Bay

10 COURSE

10.1 Course Configuration (not to scale)



| SIGNAL | COURSE |
|--------|--------|
|--------|--------|

| | |
|------|----------------------------|
| NONE | Start – W – L – W – Finish |
|------|----------------------------|

| | |
|--|--------------------|
| CODE FLAG “S” (Signaled at Preparatory Signal – WHITE SQUARE FLAG WITH BLUE SQUARE IN CENTER) | Start – W – Finish |
|--|--------------------|

10.2 Marks W and L shall be rounded to starboard

10.3 Marks W & L will be ORANGE inflatable spheres.

10.4 The Starting/Finishing mark will be a black and gold inflatable sphere.

10.6 The starting line will be a straight line between the course side of the Starting mark and a staff displaying a black and gold flag on the port side of the RC signal boat. The finish line will be a straight line between the course side of the finishing mark and a staff displaying a black and gold flag on the port side of the RC signal boat.

- 10.7 RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon a match for any reason, after consulting with the match umpires when practical.'
- 10.8 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 hail the RC or an umpire 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 starboard of the RC boat and remain there, until otherwise directed.**
- 11.2 The time allowed for repairs shall be at the sole discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to a 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 Races will be started in accordance with RRS C 3.1 **as amended by SI 12.2 below.**
- 12.2 The FOXTROT (F) flag will be displayed SEVEN (7) MINUTES prior to the first start. **This changes RRS C 3.1.**
- 12.3 The flight number will be displayed on a white board from the RC signal boat.
- 12.4 To alert competitors that a starting sequence is about to commence, multiple sound signals will be made approximately one minute before the attention signal and the FOXTROT flag.

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. COACH BOATS

- 15.1 Individual coach boats are not allowed. Coaching will be provided by the OA and/or umpires.

16 MEDIA, IMAGES AND SOUND

Spare

17 PRIZES

- 17.1 Prizes will be awarded to the top 3 teams.

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) 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 RRS C5.2 or C5.3:
 - Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - 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 or PC. Any penalty will be at the discretion of the IJ or PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

19 DISCLAIMER OF LIABILITY

Competitors in this event are participating entirely at their own risk. See RRS 4, Decision to Race. By Participating in this event, each competitor agrees to release the OA and any related parties from any and all Liability associated with participation in this event to the fullest extent permitted by law.

20 FURTHER INFORMATION

Jr. Sailing Director
Waterfront Director

Jess Gerry Jessg@lbyc.org
Rick Roberts raceoffice@lbyc.org

ATTACHMENTS:

APPENDIX A COMPETITOR LIST
APPENDIX B EVENT FORMAT
APPENDIX C RULES FOR HANDLING BOATS
APPENDIX D ROUND ROBIN PAIRING SHEET
APPENDIX E BOAT ROTATION LIST (TBD BY DRAW AT COMPETITORS BRIEFING)
APPENDIX F DAMAGE PENALTIES



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SAILING INSTRUCTIONS
APPENDIX A - COMPETITOR LIST**

| | YACHT CLUB | NAME |
|--|-------------------|-------------------|
| | BYC | David Wood |
| | CBYC | Cameron Feves |
| | SDYC | Jack Reiter |
| | CaLYC | Gavin McJones |
| | LBYC | Trent Turigliatto |
| | | |



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SAILING INSTRUCTIONS

APPENDIX B

EVENT FORMAT

STAGE 1 SINGLE ROUND ROBIN SERIES

All skippers will sail a Single Round Robin – each skipper sails against all of the other skippers once. The pairing lists (APPENDIX D) will be available at the initial skippers briefing.

Skippers shall be ranked from 1st to 6th based on points from the round robin. Ties will be decided as described in RRS C11. In the event that Stage 1 is not completed, RRS C10 shall apply.

STAGE 2 KNOCKOUT

The highest ranked skipper from Stage 1 shall race the 2nd highest ranked skipper from Stage 1. The highest ranked skipper shall enter on starboard (yellow) for Match 1 and alternate thereafter. The winner shall be the first skipper to 2 points.



SAILING INSTRUCTIONS

APPENDIX C

RULES FOR THE HANDLING OF SOLING BOATS

1 GENERAL

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging, of any kind, are permitted. 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 the Race Committee 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
- 2.3 The replacement of any equipment without the sanction of the Race Committee
- 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 Race Committee, or, on race days, while the "AP" is displayed ashore
- 2.8 Hauling out a boat or cleaning surfaces below the waterline
- 2.9 Attaching lines to the fabric of spinnakers
- 2.10 Perforating sails, even to attach tell tails
- 2.11 Radio transmission (including cell phones), except to report damage, emergency or in response to request from the Race Committee
- 2.12 Adjusting or altering the tension of the standing rigging
- 2.14 The use of electronic instruments other than compass or watches and the use of GPS functions in watches or compasses.
- 2.15 Marking directly on the hull or deck with permanent ink
- 2.16 After the starting signal and while sailing close hauled for more than 10 seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, by the boom vang or by the traveler.

- 2.17 Customization of spinnaker poles – they are to be used as rigged without any additional equipment or modification. The length of the trip line shall remain as rigged.
- 2.18 Removal of any of the battens from the mainsail while sailing
- 2.19 Use of duct tape anywhere on the boat
- 2.26 Writing instructions or making marks directly on the boat, unless on tape strips

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 3.1 A ditty bag containing:
 - a. Basic hand tools
 - b. Vinyl or masking tape
 - c. Line (elastic or otherwise, of 4mm diameter or less)
 - d. Marking pens
 - e. Tell tale material
 - f. Watches or timers, and a hand held compass (Except those containing GPS)
 - g. Shackles and clevis pins
 - h. Velcro tape
 - i. Personal gear
 - j. VHF Radio
- 3.2 Using the contents of the bag to:
 - a. Prevent the fouling of lines, sails or sheets
 - b. Attach tell tales
 - c. Prevent sails being damaged or falling overboard
 - d. Mark control settings
 - e. Make minor repairs

4 MANDATORY ITEMS AND ACTIONS

The following shall be mandatory:

- 4.1 Compliance with directions for use of the Soling type boats and this APPENDIX.
- 4.2 At the end of each sailing day:
 - a. Folding, bagging and placement of sails as directed
 - b. 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, the crew shall clean the boat (cabin and decks), remove all trash and remove all tape and marks
- 4.4 Any request to alter, in any way the equipment on a boat, shall be in writing and be worded to permit a yes or no answer.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving and returning to the berth or mooring.
- 4.12 Luff hanks are to remain attached to the headstay while sailing and taped to prevent sail damage
- 4.13 Halyards shall remain in the mast while sailing
- 4.14 The outhaul shackle, clew strap, tack pin and main cunningham hook shall remain attached to the mainsail while sailing.



SAILING INSTRUCTIONS APPENDIX D

(PAIRING SHEET)

Pairing Sheet will be provided at the initial skipper's briefing.



**SAILING INSTRUCTION
APPENDIX E
BOAT ROTATIONS**

| <u>SKIPPER</u> | <u>Saturday</u> |
|-----------------------|------------------------|
| TBD | 1 |
| TBD | 2 |
| TBD | 3 |
| TBD | 4 |
| TBD | 5 |
| TBD | 6 |



APPENDIX F

DAMAGE PENALTIES

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 reason 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 Appendix C8.6);

| Level | Round Robin | Knock Outs |
|-------|-------------|---------------------------|
| A | None | None |
| B | Half 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. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.