

Sailing Instructions

GENERAL INFORMATION

The Organizing Authority (OA) is California Yacht Club (CYC) located at 4469 Admiralty Way, Marina del Rey, CA 90292
Phone: 310.823.4567 | Web: www.calyachtclub.com
Event Chairs: Tim Clarke, Chris Calingaert and David Collins | Email: tim.e.clark@gmail.com

1. RULES

- 1.1. This series will be governed by:
 - (a) the 'rules' as defined in the *Racing Rules of Sailing* (RRS), including Appendix C, Match Racing Rules;
 - (b) the rules for the Handling of Boats [Sailing Instructions (SI) Addendum C];
 - (c) M242 class rules will not apply.
- 1.2. A condition of entry and participation in this event is the wearing of a U.S. Coast Guard approved lifejacket, properly secured at all times while on the water, except for brief periods while removing or adding clothing. All lifejackets must be suitable for the competitor's weight. Wet suits and dry suits do not constitute adequate personal buoyancy. These changes are added to RRS 40, and the Preamble to Part 4 will not apply to RRS 40.
- 1.3. 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.'
- 1.4. US Sailing Prescriptions to RRS 63.2 and 63.4 will not apply.
- 1.5. RRS 82 will not apply.
- 1.6. Add after the first sentence of RRS 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 63.1.
- 1.7. 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.'
- 1.8. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

2. ENTRIES and ELIGIBILITY

- 2.1. Each competitor must meet the eligibility, entry, and fee requirements as outlined in the [Notice of Race](#) for this event.
- 2.2. 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.
- 2.3. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or Protest Committee (PC).
- 2.4. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the [Frostbite Match Racing](#) webpage (Official Notice Board).
- 3.2. Signals made ashore will be displayed on the flagpole located on the CYC front lawn.
- 3.3. Skippers shall attend the Competitors' Meeting, which will be on the CYC Guest Dock at 11:45, unless excused by the OA.

4. AMENDMENTS TO SAILING INSTRUCTIONS

Amendments made afloat will be signalled by the display of code flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5. BOATS and SAILS

- 5.1. The event will be sailed in Martin 242-type boats
- 5.2. Boats will be provided by the OA.
- 5.3. The sail combination to be used will be the mainsail and jib, which will be provided by the OA.

6. IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by name.
- 6.2. Boats will be drawn at the beginning of each match or as decided by the Race Committee (RC).

7. CREW MEMBERS, NUMBER and WEIGHT

The total number of crew, including the skipper, shall be 3. Different crew may be used across the event.

8. EVENT FORMAT and STARTING SCHEDULES

- 8.1. The racing days are scheduled according to [NoR 4.1](#).
- 8.2. The event format and match pairing lists are detailed in SI Addenda A and B which will be provided at the Competitors' Meeting. [See NoR 4.2(a)]
- 8.3. The number of matches to be sailed each day will be determined by the RC.
- 8.4. The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled.
- 8.5. The intended time of the first attention signal each day is 1200.
- 8.6. Each subsequent match will be started as soon as practicable after the previous match.

9. RACING AREA

The racing area will be inside Marina del Rey Harbor near the CYC Guest Dock.

10. COURSE

- 10.1. (a) **Configuration**
See SI Addendum F
- (b) **Course to be Sailed**
The course will be: Start – W – Finish.
Mark W shall be rounded to starboard.
- (c) **Description of Marks**
The RC signal boat will be identified by a blue RC flag.
The starting/finishing line mark will be an orange tetrahedron.
Mark W will be a yellow tetrahedron.
- 10.2. **Starting/Finishing Line**
 - (a) The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the staff of an orange flag on the RC signal boat.
 - (b) A buoy may be attached to the RC signal boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC signal boat at any time. This buoy is part of the RC signal boat ground tackle.
- 10.3. **Course Limits**
 - (a) While racing, no part of a boat's hull shall sail between the orange "limiting mark" laid off the CYC docks and the docks as shown in SI Addendum F.
 - (b) These lines or 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 SI 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: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'

11. BREAKDOWN and TIME FOR REPAIRS

- 11.1. The time allowed for repairs will be at the discretion of the RC.
- 11.2. After the attention signal of a match, a match will not be postponed or abandoned due to breakdown.
- 11.3. 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. Match warning signals will be made with a horn or whistle.
- 12.2. Matches will be started using RRS Appendix C3.1 and C4. C3.1 is modified as follows:

<i>Time in minutes</i>	Visual signal	Sound signal	Means
6	None	Multiple whistles	Attention Signal
5	Flag V displayed	One whistle	Warning
4	Flag P displayed	One whistle	Preparatory signal
2	Blue or yellow flag or both displayed *	No sound	End of pre-start entry time
1	Flag P removed	One whistle	
0	Flag V removed	One whistle	Starting signal

*These signals shall be made only if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier. In the absence of an umpire and if necessary, the PRO will hail the boat(s).

13. CHANGE OF POSITION OF THE WINDWARD MARK

There will be no changes of course after the start of a match except that a mark may be laid any time until the first boat starts.

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

No coach boats will be permitted.

16. MEDIA, IMAGES and SOUND

The OA has the right to use any images and sound recorded during the event free of any charge.

17. PRIZES

A trophy will be awarded to the top finisher at the conclusion of racing on Mar 17, 2019.

18. CODE OF CONDUCT

18.1. 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.

18.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addenda C and D.

18.3. 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 on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR Call M4).

18.4. Breaches of this SI may also be referred to the OA. Any penalty will be at the discretion of the OA and may include exclusion from further participation in the event or the withholding of deposits.

18.5. Gross breaches of this SI may be referred to the Senior Race Officer by the OA for action under RRS 69.

19. DISCLAIMER

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 race organizers (organizing authority, host yacht club, race committee, protest committee, sponsors, and any others acting in an official capacity for this event) from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law.

ADDENDA

SI ADDENDUM A

LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

This will be distributed at the Competitors' Briefing.

SI ADDENDUM B

EVENT FORMAT and SCHEDULE OF RACES

1. Event Format

The event will consist of one stage comprised of multiple round-robins, subject to the number of entrants and SI 8.4.

SI ADDENDUM C

HANDLING of 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:

- (a) Any additions, omissions or alterations to the equipment supplied.
- (b) The use of any equipment for a purpose other than that intended or specifically permitted.
- (c) The replacement of any equipment without the sanction of the RC.
- (d) Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- (e) Moving equipment from its normal stowage position except when being used.
- (f) Boarding a boat without prior permission.
- (g) 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.
- (h) Hauling out a boat or cleaning surfaces below the waterline.
- (i) Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue such as duct tape.
- (j) Omitting any headsail car or turning block before sheeting onto a winch.
- (k) Adjusting or altering the tension of standing rigging, excluding the backstay.
- (l) Using the spinnaker pole to wing out the foresail.
- (m) Perforating sails, even to attach tell tales.
- (n) Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- (o) Changing the number of mainsheet purchases.
- (p) A breach of SI C 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) hand held compasses, watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) spare flags
- (j) PFD's when not supplied by the OA

- 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) personal safety
4. **Mandatory items and Actions**
 - 4.1. 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
 - 4.2. 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.
 - 4.3. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
 - 4.4. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
 - 4.5. 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.

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.

1. **SAILS and SAILING EQUIPMENT**
 - (a) Mainsail and set of battens
 - (b) Headsail
 - (c) One winch handle
 - (e) Two headsail sheets
 - (f) Tiller extension
 - (g) Jib cars
2. **SAFETY GEAR**
 - (a) Fire extinguisher
 - (b) Life jackets for each crew member
 - (c) Foghorn
 - (d) First Aid kit
 - (e) Bucket and lanyard
 - (f) Flares
 - (g) Bilge pump
3. **TOOLS**

Any supplied tools
4. **GROUND TACKLE**
 - (a) Anchor and chain
 - (b) Anchor line
5. **MOORING LINES and FENDERS**
 - (a) Two mooring lines
 - (b) Two fenders

SI ADDENDUM E

DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permit 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 PC 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 match 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.

Points-Penalty - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
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 when a points-penalty is imposed, the PC 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 a points-penalty, 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.

SI ADDENDUM F

COURSE CONFIGURATION and COURSE LIMITS

