



2023 U.S. Women's Match Racing Championship Qualifier
for the Allegra Knapp Mertz Trophy
U.S. Sailing – Organizing Authority
St. Petersburg Yacht Club – Host Club
11 Central Ave., St. Petersburg, FL 33701, USA
Race Days – December 16-17, 2023
Clinic - December 15, 2023

SAILING INSTRUCTIONS

1. RULES

- 1.1. The event is governed by the rules as detailed in NoR 1.
- 1.2. When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3. Further to NoR 1, the RRS is changed as follows:
 - a. When flag AP is displayed ashore, “1 minute” is replaced with “not less than 30 minutes” in Race Signals AP.
 - b. 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.”
 - c. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any changes to the SI will be posted before 0830 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.
- 2.2. Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the racecourse.**2.3**
- 2.3. Changes to a SI may be made on the water. These will be signaled by the display of flag “3rd substitute” with three sound signals from the Race Committee Vessel (“RCV”). An umpire may communicate these Race Committee changes either verbally or in writing.

3. COMMUNICATION WITH COMPETITORS

Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 63.

4. BOATS AND SAILS

- 4.1. Boats will be identified by sail numbers.
- 4.2. The sail combination to be used will be signaled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination</u>
None	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, No Spinnaker

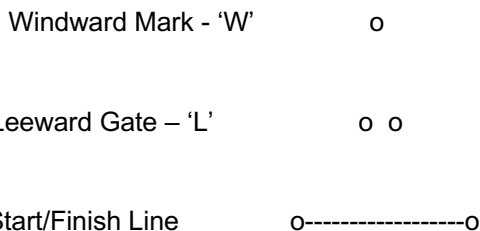
5. FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1. The match pairing lists are detailed in SI Addendum A.
- 5.2. The next Flight number will be displayed on the RCV.
- 5.3. The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

6. COURSES

- 6.1 Configuration (not to scale)



- 6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV, at or before the warning signal.
Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

Signal	Course
No Signal*	Start - W - L - W - Finish
"S"	Start - W - Finish

7. MARKS/STARTING AND FINISHING LINE

- 7.1 Mark W will be an orange inflatable buoy.
- 7.2 Marks L will be orange inflatable buoys.
- 7.3 The Starting/Finishing mark will be a yellow inflatable buoy.
- 7.4 The replacement marks, as provided in SI 8 are green tetrahedrons.
- 7.5 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the starting/finishing mark at the port-end.

8. CHANGE OF THE NEXT LEG OF THE COURSE

8.1 To change the next leg of the course, the race committee will lay a new mark (or move the finishing line). When in a subsequent change a new mark is replaced, it will be replaced by an original mark or a new mark of another color.

RRS 33 and Race Signals are changed as follows:

- (a) Flag C and a colored flag or board means: "The windward mark has been moved. Sail to a mark the same color 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.
- 8.3
- (a) When a change of course is made for the **first leg**, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signaled **after the first leg** it will be displayed from a boat in the vicinity of mark L.
- 8.4 A leeward mark or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes RRS 33.

9. OBSTRUCTIONS

There are no obstructions.

10. BREAKDOWN and TIME FOR REPAIRS

- 10.1 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 a "**LIMA**" **Flag** to signal a 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 a position just to leeward of the RCV and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the RC.
- 10.3 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 10.1.
- 10.4 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.

11. TIME LIMIT

A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This RRS 35

12. RISK STATEMENT

Refer to NoR 13.

13. [NP] SUPPORT PERSONS

This event is designated as a US Sailing Grade 2 Event for coaching purposes. See the US Sailing's Coaching and Support Boat Policy at <https://www.ussailing.org/competition/resources/coaching-and-support-boat-policy/> There will be no private/team coaching. The OA may arrange for spectator boats.

14. USE OF PERSONAL FLOTATION

Regulation 10.04 A 1: For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing. This modifies RRS 40 and the preamble to Part 4. In addition, per US Sailing Regulations 10.04 D "A violation of this Instruction may be protested by race officials or a

competitor however, an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee. This changes rule 64.1.

ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS

Skipper List

- Sarah Burn
- Sarah Schaille Colarusso
- Amy Baxter Felder
- Marley Mais
- Sydney Monahan

Pairing lists will be distributed at the competitor meeting.

ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT - This changes NOR 7.9

Stage 1 – Double Round Robin

(a) All skippers are scheduled to sail against all other skippers twice.

Stage 2 – Knockout

1. The Skipper with the highest place in Stage 1 will automatically proceed to Stage 3.
2. Skippers placing 2nd - 5th after stage one will be paired 2 v 3 and 4 v 5. Of the skippers qualified for this stage, the Skipper with the higher place from Stage 1 will have the starboard entry.
3. In each series the first skipper to score at least **one (1) point** will be the winner.
4. The two winners in each series shall sail against each other. The winner will proceed to Stage 3. The other Skipper will place third in the regatta.
5. The two losers in each series shall sail against each other for fourth and fifth places.

Stage 3 - Finals

1. The Skipper with the highest place in Stage 1 will have starboard entry against the winner of Stage 2.
 2. The first skipper to score at least **two (2) points** will be the winner, the other Skipper will place second.
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ADDENDUM C - HANDLING OF BOATS

1. GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2. [NP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or 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 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Using a winch to adjust the mainsheet, backstay or vang.
- 2.13 Attaching lines to the fabric of spinnakers.
- 2.14 Perforating sails, even to attach tell tales.
- 2.15 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.16 The use of electronic equipment, unless permitted by SI C3.1.
- 2.17 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the traveller, the traveller, and the vang.
- 2.18 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.
- 2.19 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.20 A breach of SI C 2.12, 2.18, or 2.19 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.
- 2.21 The use of kelp cutters.

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) bosun's chair
 - (j) spare flags

- (k) PFD
- 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
- 3.3 Changing the number of mainsheet purchases.
- 4. MANDATORY ITEMS and ACTIONS** – the following are permitted:
- 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 boat swaps are carried out 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:
- (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
- 4.3 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 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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ADDENDUM D - EQUIPMENT LIST

The following non-fixed items, provided by the Host, 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
- Headsail
- Spinnaker
- Two spinnaker sheets
- One headsail sheet
- Tiller extension
- Jib cars

MOORING LINES and FENDERS

- Mooring lines
- One fender

ADDENDUM E – 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 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 (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 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.