



ROCHESTER YACHT CLUB

Established in 1877



## 2023 U.S. Match Racing Championship for the Prince of Wales Bowl September 21-24, 2023

U.S. Sailing – Organizing Authority  
**Rochester Yacht Club – Host Club**  
5555 St. Paul Blvd.  
Rochester, NY, USA

# SAILING INSTRUCTIONS

## 1 RULES

- 1.1 The event is governed by the rules as defined in *The Racing Rules of Sailing*, including Appendix C and as detailed in NoR.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
  - (a) When flag AP is displayed ashore, “1 minute” is replaced with “not less than 60 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, and US Sailing Representative 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 900 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 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 Changes to a SI may be made on the water. These will be signalled by the display of flag 3<sup>rd</sup> substitute with three sound signals from the Signal Boat. An umpire may communicate these 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 72

#### 4 BOATS AND SAILS

- 4.1 Boats will be identified by bow numbers.
- 4.2 The sail combination to be used will be signaled from the signal boat 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

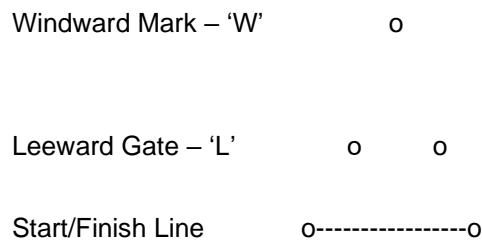
#### 5 FLIGHTS AND MATCHES

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 Signal Boat.
- 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 Signal Boat, 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 a Orange Tetrahedron.
- 7.2 Gate Marks (L) will be Orange Tetrahedrons.
- 7.3 The Starting/Finishing mark will be a Yellow Tetrahedron.
- 7.4 The replacement marks, as provided in SI 8 will be Red or Green.
- 7.5 When looking up the course, the starting and finishing line will be between a staff displaying an Orange flag on the Signal Boat 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 RRS 33 and Race Signals are changed as follows:

- (a) Flag C and a colored flag 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.
- 8.2 (a) When a change of course is made for the **first leg**, the signal will be displayed from the Signal Boat 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 gate 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

- 9.1 The below areas are designated as obstructions. 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.
- (a) A buoy may be attached to the Signal Boat anchor line at just below keel depth. Boats shall not pass between this buoy and the Signal Boat at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

## 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 “green” 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 Signal Boat 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 changes RRS 35.

## 12 RISK STATEMENT

Refer to NoR 13.

## 13 [NP] SUPPORT PERSONS

This event is designated as a US Sailing Grade 3 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 nor US Sailing-supplied coaches during the regatta.

## 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”

## 15 PROHIBITED SUBSTANCES

### **Regulation 10.03 PROHIBITED SUBSTANCES**

- A. For adult US Sailing championship events, no competitor shall use or possess, either on or off the water: marijuana or any other substance if possession is illegal under state or federal law.
- B. For Junior and Youth events or for junior or youth competitors in any US Sailing championship, no participant or competitor shall use or possess, either on or off the water:
  - 1. marijuana or any other substance if possession is illegal under state or federal law; or
  - 2. any alcoholic beverages.
- C. An alleged breach of one of these regulations shall not be grounds for a protest; this changes rules 60.1(a), 60.2(a) and 60.3(a). However, when the protest committee believes that a competitor may have breached one of these regulations, it shall follow the process described in the Championships Code of Conduct. If a competitor is found to have breached one of the elements within the Code of Conduct, they shall be excluded from the remaining races of the series and, where practicable, removed from the regatta venue and sent home. When a competitor withdraws from part of an event pursuant to the Code, the scores of all completed races shall stand for the purposes of determining the seeding of subsequent rounds or stages in the event. However, that competitor's boat/team will no longer be eligible to compete in the event, shall be removed from the final event scores, and each boat/team with a worse finishing place in the event shall be moved up one place.

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

### Skippers List

- Nicole Breault
- Dave Dellenbaugh
- Jack Egan
- Clinton Hayes
- Chris Poole
- Pearson Potts
- Ryan Seago
- Roberto Stevens
- Christopher Weis
- Peter Wickwire

Pairing lists will be distributed at the competitor meeting.

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### SI ADDENDUM B – 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 3<sup>rd</sup> substitute is not required.

#### 2 [NP] 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 '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.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Adjust or remove the backstay preventer.

- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI B3.1.
- 2.21 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.
- 2.22 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 Attaching the spinnaker pole to the standing rigging.
- 2.25 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.26 A breach of SI B 2.15, 2.22, 2.24, 2.25 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) non permanent marking pens or pencil
  - (e) tell tale material
  - (f) handheld compasses, watches, timers and small personal video devices such as GoPro however, the use of any GPS functions on such items are prohibited.
  - (g) shackles and clevis pins
  - (h) Velcro tape
  - (i) bosun's chair
  - (j) spare flags
- 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
  - (h) use a small line or strap to secure the tiller in a position fully in contact with rudder head
- 3.3 The number of mainsheet purchases may be 3 or 4.

**4 MANDATORY ITEMS and ACTIONS** – the following are permitted:

- 4.1 The completion of an evaluation by the Bosun for any damage 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) Rolling, bagging and placement of the sails in the forward cabin, coiling the lines and placing them in the lazaret.
  - (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.

## **SI ADDENDUM C – 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

Headsail

Spinnaker

One spinnaker pole

Two spinnaker sheets

One headsail sheet

Tiller extension

Jib cars

Two tweakers

### **SAFETY GEAR**

Life jackets for each crew member

Bucket and lanyard

Bilge pump

### **TOOLS**

Any supplied tools

### **GROUND TACKLE**

Anchor

Anchor line

### **MOORING LINES and FENDERS**

Two mooring lines

Two fenders



## SI ADDENDUM D – 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
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	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.