



USSTAG January Qualifier – 2010
ISAF Grade 3
January 8-10, 2010

SAILING INSTRUCTIONS

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

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 appendix C), which also apply to any practice sailing and sponsor races. Elliott 6m Class rules will not apply.
 - (c) the prescriptions of US SAILING that will apply shall be posted on the official notice board.
- 1.2 In accordance with rule 70.5(a), decisions of the protest committee are final. US SAILING's permission has been granted. If the requirements shown on http://raceadmin.ussailing.org/Rules/No_Appeal/Rule_70_5_a_Procedure.htm: *are not met, any decision of the protest committee may be appealed.*
- 1.3 RRS 40.1 shall be changed as follows: All competitors are required to wear life jackets or other adequate personal buoyancy while racing. The "Y" flag will not be displayed.
- 1.4 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.
- 1.5 Delete the first sentence of C8.6 and substitute the following:
When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose penalties in accordance with the Guidelines (Appendix E) without a hearing.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit \$US1,000 for damage and complete crew weighing, all between 0900 and 1700 on Thursday, January 7, 2010 unless extended by the OA.
- 2.3 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.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.

- 2.5 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board at the north end of the swimming pool at Key Biscayne Yacht Club.
- 3.2 Signals made ashore will be displayed from the flagpole at Key Biscayne Yacht Club.
- 3.3 Skippers shall attend the first briefing, which will be at 0830 on Friday, January 8, 2010 at Key Biscayne Yacht Club, unless excused by the OA.
- 3.4 The first meeting with the umpires will immediately follow the first briefing on the patio of Key Biscayne Yacht Club.
- 3.5 A daily morning meeting will start at 0830 at Key Biscayne Yacht Club.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 60 minutes before the start of any race affected and will be signed by the RC and the PC representative.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 (a) The event will be sailed in Elliott 6m type boats.
 (b) The sails to be used will be allocated by the OA.
 (c) 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.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Main, Jib, Spinnaker
Code Flag "R"	No spinnakers

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 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.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow number.
- 6.2 The mainsails may display skipper's names as provided by the OA.

- 6.3 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.
- 6.5 Teams will be required to wear “pinnies” as provided by the OA at all times (except when adding or removing sailing gear) while on the water.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be three (3), excluding persons placed on board by the RC. All registered crew shall sail all races.
- 7.2
 - (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 204 kg (450 lbs), determined at the time of registration or such time as required by the RC.
 - (b) Crew weights may be checked during the regatta. At any re-weighing the total weight limit is increased by 5 kg (11 lbs). Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2
 - (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.
 - (b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
 - (c) Crews will exchange boats after odd matches of each series.
- 8.3 The racing days are scheduled as January 8th to January 10th, 2010.
- 8.4 The latest time for an attention signal on the last day of racing will be 1500.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6
 - (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 favour of later stages.
 - (b) Add RRS C10.3(b): ‘When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.’
- 8.7 The intended time of the first attention signal each day is 1000.
- 8.8 If the OA changes the intended time for the first attention signal for any day, it will be posted on the official notice board before 2030 the previous day.
- 8.9 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.10 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

8.11 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 will be west of Key Biscayne Yacht Club in Biscayne Bay.

10 COURSE

10.1 (a) **Course Configuration** (not to scale)

Mark W o

Mark L o

Start/Finish Line o----- o

(b) **Course signals and course to be sailed**

Course signals will be displayed from the RC boat bow, at or before the warning signal. Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

(c) **Description of Marks**

The RC boat will be identified by the R/C flag.
The starting/finishing line mark will be an orange tetrahedron.
Marks W will be a yellow tetrahedron.
Mark L will be a yellow tetrahedron.
The replacement mark for Mark W will be an orange tetrahedron.

10.2 **Starting/Finishing Line**

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle

10.3 **Blank**

10.4 **Abandonment and Shortening**

- (a) 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.'
- (b) 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 display a green flag 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 close to leeward of the RC boat and remain there, unless otherwise directed.

- 11.2 The time allowed for repairs shall be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to 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 Match warning signals will be numeral pennants.
- 12.2 The next flight number will be displayed on a white board on the RC boat transom.
- 12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement mark W.
- 13.2 **Change of Course Signals** (amends RRS 33 and Race Signals)
- (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 shall be designated by the appropriate numeral pennant.
- 13.3 **Signalling vessel**
- (a) When a change of course is made for the first leg, Code flag "C" will replace the "P" flag as the Preparatory signal and will be displayed from the RC boat for each match affected. That signal will be followed by a series of repetitive sound signals and the display of a flag indicating the color of the W Mark for that match.
 - (b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L. In addition to Code flag "C" and a flag indicating the color of the next W mark, the match number will also be displayed if the change does not affect all matches in that flight. In some cases, the RC Signal boat may make the signals from their bow, instead of from a separate boat in the vicinity of Mark L.

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

- (a) Coach boats shall conspicuously display identification of the team being coached.
- (b) The OA will provide berths for coach boats.
- (c) Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team

16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA:
- (a) Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
 - (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
 - (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA shall have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

- (a) The top three skippers will qualify for the 2010 Rolex Miami OCR regatta.
- (b) This event will serve as the qualifier and create priority order for the following events: RMOCR, Palma, Hyeres, Delta Lloyd and Kiel. However, USSTAG is actively working on creating another qualifier that, if organized, would serve as the qualifier for Delta Lloyd and Kiel. If we do not have that second qualifier organized by Dec 31 2009, then the January qualifier will continue to serve as the qualifier for the first five events.

If there is no second qualifier, all USA spots at these first five SWC events will be granted as follows:

1. The winning skipper of the January qualifier has the option to sail all five events.
 2. The option to take a second spot granted to the USA will rotate back and forth between the second and third place skippers at the January qualifier. (E.g. for the second spot at RMOCR, the option will be given to the second place skipper, and if there is a second USA spot at Palma the option will be given to the third place skipper, and if there is a second USA spot at Hyeres the option will be given to the second place skipper, and so on.).
- (c) Additional prizes may be awarded.

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 penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI APPENDIX A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK OUT TABLE

Skipper	<u>Country</u>	<u>ISAF Sailor ID</u>	<u>ISAF Rank*</u>
Anna Tunnicliffe-Funk	USA	USAAT1	10
Genny Tulloch	USA	USAGT8	14
Sally Barkow	USA	USASB12	17
Katy Lovell	USA	USAKL2	27
Jo Ann Fisher	USA	USAJF24	39
Maegan Ruhlman	USA	USAMR49	60
Danielle Soriano	USA	USADS136	196

* Rankings as of December 9, 2009

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 Stage 1 - Round Robins

- (a) Skippers will be ranked using the ISAF Match Race Sailing ranking list dated December 9, 2009.
- (b) All skippers will sail two round robins - each skipper sails each other skipper twice.
- (c) The first round robin of the first stage will be completed before any other stage is attempted.
- (d) The four highest scoring skippers shall qualify for the next stage.

2 Stage 2 - Semi-final Knockout Series

- (a) Skippers will be paired in accordance with the attached table.
- (a) The skipper finishing first in the qualifying round robins shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (b) The first skipper to score at least three points shall proceed to Stage 4.

3 Stage 3 – Petit-Final Knockout Series

- (a) Skippers will be paired in accordance with the attached table.
- (b) The first skipper to score at least two points shall be awarded third place, the other fourth place.

4 Stage 4 – Final Knockout Series

- (a) Skippers will be paired in accordance with the attached table.
- (b) The first skipper to score at least three points shall be the winner.

SI APPENDIX C - HANDLING 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.

- 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 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging.
- 2.14 Blank.
- 2.15 Blank.
- 2.16 Blank.
- 2.17 Blank.
- 2.18 Blank.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 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 cockpit floor, and the vang.
- 2.23 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 Blank.
- 2.25 Blank.
- 2.26 Blank.
- 2.27 A breach of SI C 2.22 or 2.23 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) watch, timers and hand held compass
 - (g) shackles and clevice pins
 - (h) velcro tape
 - (i) 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
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Fixing a watch or timer to the mast providing that it does not require any repair after removal.

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.
- 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
- 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 Blank.
- 4.7 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.
- 4.8 When towing, the tow line should be attached to the forward pad eye (not the mast). If multiple boats on one tow, the after attachment should run through the small pad eye on the transom and attached to the pad eye just aft of the main sheet track.

SI APPENDIX D - EQUIPMENT LIST

- 1 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

Main sheet

One continuous spinnaker sheet

Twing line

Two headsail sheets

Tiller extension

Jib cars

SAFETY GEAR

Bucket and lanyard

Sponge

TOW LINE

One tow line (affixed to the to the forward pad eye at all times)

SI APPENDIX E – 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 hours 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 work but should not normally require more than 3 hours 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 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 competitors 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.