

# Bayview Yacht Club

## 2016 MCSA Match Race Championships

Bayview Yacht Club, Detroit,  
Michigan  
October 21 – 23

### ISAF Grade 5 Event

Bayview Yacht Club and the Midwest Collegiate Sailing  
Association are the Organizing Authority.

#### SAILING INSTRUCTIONS

##### Abbreviations:

- PC – protest committee
- RC – race committee
- OA – organizing authority
- NA – national authority
- RRS – racing rules of sailing
- SI – sailing instructions
- 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 A) which also applies to any practice sailing and sponsor races. Class rules will not apply.
  - (c) Any prescriptions of the national authority that will apply will be posted on the official notice board.
  - (d) Current ICSCA Procedural Rules and the MCSA policy requiring all teams to wear uniforms as described in PR 13(e) for all MCSA regattas.
- 1.2 Where there is a conflict the SIs shall prevail over the NOR. This changes RRS 63.7.
- 1.3 RRS 31 is changed to 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.'
- 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 Add after the first sentence of Appendix 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.'

- 1.6 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.
- 1.7 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Appendix C.
- 1.8 If the first boat has finished leaving the second boat in a match owing a penalty, the umpires may signal in accordance with RRS C5.5 that the outstanding penalty is complete and remove the corresponding penalty flag. Once the penalized boat has finished, she may be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.2(d).
- 1.9 A 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.

**Note** that ISAF has approved a change to Appendix C from January 1, 2015 as follows: Delete current rule C2.9 and replace with: **C2.9** Rule 22.3 is deleted.

## **2 ENTRIES and ELIGIBILITY**

- 2.1 The entire crew shall complete registration, pay any entry fee of \$150, and deposit \$1000 USD for damage, between *1500 hrs and 1900 hrs on October 21, 2016* unless extended by the OA.
- 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 PC.
- 2.4 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.5 When a registered skipper is unable to continue in the event, the PC may authorize an original crew member to substitute.
- 2.6 When a registered crew member is unable to continue in the event, the PC may authorize 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 located in the Canada's Cup Room in the Bayview clubhouse.
- 3.2 Signals made ashore will be displayed from the flagstaff on the front lawn at Bayview.
- 3.3 Flag H displayed ashore means "do not leave the harbor".
- 3.4 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.
- 3.5 Skippers shall attend the first briefing, which will be at 0800 on Saturday, October 22, 2016, in the Mackinac Room at Bayview, unless excused by the OA.
- 3.6 A daily morning meeting will start at 0800 in the Mackinac Room at Bayview.

#### **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SI made ashore will be posted at least 45 minutes before the start of any race affected and will be signed by the RC and the PC representatives
- 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 Boats**

- (a) The event will be sailed in Ultimate 20-type boats provided by the OA.
  - (b) The sails to be used will be provided by the OA and allocated by the RC.
- 5.2 Flag Z displayed from the RC Signal Boat with the Attention Signal for a flight means that spinnakers may not be used during that flight. The RC will prohibit the use of spinnakers if it observes sustained winds in excess of 15 knots and will prohibit sailing if it observes sustained winds in excess of 20 knots.
  - 5.3 Other restrictions or instructions may be given to the boats orally 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.
  - 5.5 The PC may permit a substitute boat when it is satisfied that the original boat 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 bow numbers
- 6.2 The mainsails shall display team names as provided by the OA.
- 6.3 Boats will be allocated by the OA for the stage in accordance with a predetermined draw.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

#### **7 CREW MEMBERS, NUMBER and WEIGHT**

- 7.1 The total number of crew, including the skipper, shall be 3 or 4.
- 7.2 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

## **8 EVENT FORMAT and STARTING SCHEDULES**

8.1 The event will consist of the following stages:

Stage 1 – Round Robin

- (a) All skippers will sail a double round robin. Each skipper will sail each other skipper twice.
- (b) The Four highest scoring skippers will advance to Stage 2.

Stage 2a – Finals

- (a) The two highest scoring teams in Stage 1 will be paired.
- (b) The first team to score at least two points will be awarded 1<sup>st</sup> place, the other 2<sup>nd</sup> place.

Stage 2b – Petite - Finals

- (a) The third and fourth highest scoring teams in Stage 1 will be paired.
- (b) The first team to score at least two points will be awarded 3<sup>rd</sup> place, the other 4<sup>th</sup> place.

8.2 The racing days are scheduled as October 22-October 23<sup>rd</sup>, 2016. The number of matches to be sailed each day will be determined by the RC.

8.3 The latest time for an attention signal on the last day of racing will be approximately 1400.

8.4 Boats will be available for practice from 1500 to 1800 on Friday, October 21, 2016 only. Skippers must complete registration before taking a boat out for practice. SI Appendix A: Handling the Boats applies to practice sailing. Failure to comply with this SI, and specifically OA instructions on boat use during practice times, may be considered a breach of SI 17.

8.5 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. Early stages may be terminated in favor of later stages.

8.6 The intended time of the first attention signal each day is 0900.

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

8.8 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.

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

## **9 RACING AREA**

The racing area will be the Detroit River in front of Bayview.

## 10 COURSE

### 10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W                      Red o    White o    Green o

Mark L    o

Start/Finish Line    o-----o

- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat, 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 starting/finishing line mark will be an orange buoy.

Marks Red, White and Green will be, respectively, red, white and green inflatable tetrahedrons and may be set in any order. Refer to SI 12.3 and SI 13 (Change of Position of the Windward Mark).

Mark L will be an orange inflatable tetrahedron.

### 10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the coarse side of a starting/finishing mark and the staff with an orange flag on the RC boat.
- (c) 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 Course Limits

- (a) A number of red or orange buoys may be laid close to the shore in front of Bayview and extending upstream and downstream from Bayview. The area between the straight line connecting these buoys and the shore is designated as an "obstruction" and the limit of safe passage for purposes of RRS Part 2.
- (b) A number of red or orange buoys may be laid off the eastern (upstream) shore of Belle Isle. The area between the straight line connecting these buoys and the Belle Isle shore is designated as an "obstruction" and the limit of safe passage for purposes of RRS Part 2.
- (c) The area north of an imaginary line between the flagpoles on either side of the entrance to the Bayview harbor on the east (upstream) side of the clubhouse is designated as an "obstruction" and the limit of safe passage for purposes of RRS Part 2.
- (d) No part of a boat may cross the imaginary line between any two adjacent buoys

referred to in SI 10.3(a) or 10.3(b) at any time or the imaginary line referred to in 10.3(c) while racing. There is no penalty for touching any of the buoys referred to in SI 10.3(a) or 10.3(b).

- (e) In the absence of the buoys referred to in SI 10.3(a) or 10.3(b), and in areas that are beyond the ends of the imaginary line formed by such buoys, boats shall not sail within 50 feet of any shoreline.
- (f) A breach of SI 10.3(d) or 10.3(e) 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**

- (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 to that match only.

### 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 of her next start. She shall proceed as soon as possible to a position just to leeward of the RC Signal boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will 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 The next flight number will be displayed on the RC boat at or before the Attention Signal for the flight.
- 12.2 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.3 The Preparatory Signal will either be flag P or flag C. If flag P is displayed, the first windward mark will be mark W (white). If flag C is displayed with a green or red flag, the first mark will be mark G (green flag) or mark R (red flag), respectively. This changes RRS C3.1

### 13 **CHANGE OF POSITION OF THE WINDWARD MARK**

#### 13.1 **Change of Course Signals** (changes 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 will be designated by the appropriate numeral pennant.

## 13.2 Signaling vessel

- (a) When a change of course is signaled after the first leg it will be displayed from a 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

- 15.1 No coach boats will be permitted.

## 16 PRIZES

- 16.1 Prizes will be awarded for 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> places in the regatta.

## 17 CODE OF CONDUCT

- 17.1 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.
- 17.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix A.
- 17.3 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).
- 17.4 Breaches of this SI may also be referred to the PC. Any penalty will be 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.
- 17.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

## 18 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA and Bayview, their sponsors, agents, employees, representatives, directors, governors, members, RC, PC and other officials accept no responsibility for any loss, damage, injury, or inconvenience incurred, howsoever caused.

# APPENDIX A: HANDLING THE BOATS

## 1. GENERAL

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 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 approval 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 flag H 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 a sail, even to attach telltales.
- 2.12 Radio transmissions (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of the standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 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 bulkheads with any kind of writing instrument.
- 2.22 Spare
- 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 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable



opportunity after taking down the spinnaker.

A breach of SI C2.23 or 2.24 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.

2.25 Use of duct tape or any tape that leaves a residue

### 3. PERMITTED ITEMS AND ACTIONS

The following are permitted:

Taking a bag on board containing:

- (a) basic hand tools
- (b) adhesive tape (but not duct tape)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) telltale material
- (f) watch, timers and hand held-compass
- (g) shackles and clevis pins
- (h) Velcro tape
- (i) bosun's chair

### 4. MANDATORY ITEMS AND ACTIONS

- 4.1 At the end of each sailing day:
  - (a) folding, rolling, bagging and placement of the sails as directed
  - (b) leaving the boat in the same condition of cleanliness as when first boarded that day
- 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 Compliance with any regulations, including speed restrictions and navigational marks, while leaving and returning to the berth or mooring.
- 4.5 Infringement of SI C2.21, 2.26, 4.1 and 4.2 will be considered damages. **Each such infringement will result in a \$150 deduction from the infringing skipper's damage deposit.**
- 4.6 **Mandatory use of PFDs** – All competitors shall wear, while on the water, other than for brief periods while adding or removing clothing, a U.S. Coast Guard (or member national authority) approved PFD.

## SI APPENDIX C – 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.