

2021 INTREPID TROPHY
MAISA Match Race Championship

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee
OA – organising authority

RC – race committee
RRS – racing rules of sailing

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 Addendum B) and Navy 26 (SI Addendum A) checklist which also apply to any practice sailing. Class rules will not apply.
- (c) 2021-2024 Intercollegiate Sailing Association Procedural Rules.

1.2 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with rule 28.1. This changes RRS 28, 35 and 90.3(a).

1.3 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum C.

2 COMMUNICATIONS WITH COMPETITORS

2.1 Notices to competitors will be posted on the official notice board on techscore.

3 AMENDMENTS TO SAILING INSTRUCTIONS

3.1 Amendments to the SI made ashore will be announced orally and posted before the first race in which they are to take effect.

3.2 Amendments made afloat will be communicated verbally by an umpire.

4 SCHEDULE

Saturday		Sunday	
Report Time	0900	Report Time	0900
Crew Weigh In	0900-0920	Harbor Start	0900
Harbor Start	0930	First Warning	0915
First Warning	0945	No Start After	1600

5 BOATS and SAILS

5.1 **Boats**

- (a) the event will be sailed in Navy 26 type boats.
- (b) the sails to be used will be allocated by the RC.

5.2 The sail combination to be used will be main, jib and spinnaker.

5.3 Other restrictions or instructions (such as reefed mainsail or no spinnakers) may be given to the boats verbally by an umpire

6 IDENTIFICATION and ASSIGNMENT OF BOATS

6.1 Boats will be identified by mainsail numbers.

6.2 Boats will be allocated by the OA and displayed on techscore.

6.3 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, with at least one member being female.

7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 660 lbs.

7.3 All registered crew shall sail all matches unless permission for change is given by the Chief Umpire and MAISA representative.

8 EVENT FORMAT and STARTING SCHEDULES

8.1 The event format shall be as described in the MAISA Information Bulletin.

8.2 The match pairings will be posted on techscore.

9 RACING AREA

The racing area will be in the waters of the Severn River, Spa Creek or the Chesapeake Bay near the Naval Academy. Precise course location will be provided on the official notice board and announced orally.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

(a) Configuration (not to scale)

Mark W o

Mark G o o

Start/Finish Line o-----o

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

Course signals will be displayed at or before the warning signal.

Marks W shall be rounded to starboard

<u>Signal</u>	<u>Course</u>
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No Signal*	Start - W - G - W - Finish
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S	Start - W - Finish
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(d) **Description of Marks**

The starting/finishing line mark will be a yellow buoy.

Marks W will be Orange.

Mark G will be Orange.

The replacement mark W will be Yellow.

10.2 Change of Course

When the RC displays code flag CHARLIE from a motor boat near the leeward gate along with several short whistles as boats are rounding, boats in that match shall sail to the Yellow windward change mark unless they originally rounded that mark, in which case they shall sail to the Orange Windward mark.

10.3 Starting/Finishing Line

(a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and an orange staff on the RC boat.

10.4 Alternate Preparatory Flag

When the RC displays code flag CHARLIE as the preparatory flag at four minutes in the starting sequence, boats in that match shall sail to the Yellow windward change mark.

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 red 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 a position just to leeward of the RC 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.

SI ADDENDUM A – NAVY 26 Checklist

BOAT # _____

Equipment checklist

- Main
- Jib
- Spinnaker (2)
- Jib sheet (coiled, not wrapped around jib)
- Spinnaker sheets (2 red)
- Twings (2)
- Spinnaker pole
- Winch handle (starboard bench locker)
- Bilge pump (pump bilge to empty)
- Tiller Extension (leave attached and bungee tiller to centerline)
- Safety Equipment (throwable cushion, bucket, towline, sponge, 3 reef ties)

Stowage checklist

- Boat moored in assigned slips according to bow numbers on dock and alternating bow / stern to reduce mast slap.**
- Bow lines, stern lines attached with boat centered in slip and cannot be pulled to piling.**
- Spring line (long line) lead from outboard piling to mid-ship spring cleat if installed.**
- Sails Rolled and stowed in cabin. Do not fold sails in half!!!
- Jib Sheets properly coiled. Do not wrap jib sheets around sails!
- Vang Tension OFF
- Backstay Tension OFF, lines lead aft along bench locker
- Traveler centered and cleated on both sides, lines lead aft along bench locker.
- Both ends of Mainsheet cleated (slack taken out so that booms are not swinging side to side) and line coiled and hung around boom aft of boat name.
- Tiller centered and lashed with bungee or lashing line
- Main Halyard shackled to boom-end shackle and boom raised parallel to the deck. DO NOT attach to OUTHAUL!
- Main Tack pin replaced onto tack fitting, slug pin into hole on mast
- Jib halyard lead to starboard pulpit with slack taken out (green fleck line)
- Spinnaker halyard lead to port pulpit with slack taken out (red line)
- Topping Lift lead to jib tack shackle with slack taken out
- All Rope Clutches in down and locked position, slack taken out
- ALL TRASH REMOVED FROM BOAT!!
- "Y" flag turned in to PRO

Please list any and all discrepancies:

_____ No Discrepancies

Skipper signature _____ School _____

SI ADDENDUM B – 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:

- 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 SPARE.
- 2.7 SPARE.
- 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 SPARE.
- 2.11 SPARE.
- 2.12 SAPRE.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 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 SPARE
- 2.20 The use of electronic equipment, unless permitted by SI C3.1.
- 2.21 SPARE.
- 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.
- 2.23 SPARE
- 2.24 SPARE
- 2.25 SPARE

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 devises such as GoPro
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) 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

3.3 SPARE.

3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

4.1 The completion of the Navy 26 checklist.

4.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.3 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

SI ADDENDUM 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
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.