

ICSA Match Racing National Championship
for the
Cornelius Shields, Sr. Trophy
November 18-20, 2016

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising 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 ICSA Procedural Rules
 - (c) the ICSA General Championship Conditions
 - (d) the ICSA Match Race Championship Conditions
 - (e) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing or sponsor races. Class rules will not apply.
 - (f) the US Sailing prescriptions will apply except for the prescriptions to rules 60, 63.2 and 63.4.
- 1.2 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*.”
- 1.3 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.
- 1.4 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.’
- 1.5 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.
- 1.6 If the trailing boat has an outstanding penalty and the leading boat finishes, the umpires may signal that the penalty is cancelled (this changes RRS C7.2(d).
- 1.7 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.8 Conflicts between the above listed ICSA Rules and Conditions and the Notice of Race (NOR) will be resolved in favor of the ICSA Rules and Conditions. If there is a conflict between the above listed ICSA Rules and Conditions or the NOR and the Sailing Instructions (SIs), it will be resolved in favor of the SIs. This changes RRS 63.7.
- 1.9 Under RRS 86.3 this event will test a package of test rules proposed for match racing. See detailed wording for these rule changes in SI Addendum G.

Note that World Sailing 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 Only skippers invited by the OA are eligible for the event. The criteria for invitation is set forth in the NOR. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit **\$500.00 US** for damage and complete crew weighing, all between the dates and times specified in the NOR 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 located on the bay side of the SDYC Malin Burnham Sailing Center building.
- 3.2 Signals made ashore will be displayed from the SDYC flag pole.
- 3.3 Skippers shall attend the first competitor's briefing, which will be on November 18, 2016, at 0900 in the Jessop Room located on the first floor of the SDYC Malin Burnham Sailing Center building, unless excused by the OA.
- 3.4 The first meeting with the umpires will immediately follow the first competitor's briefing.
- 3.5 Unless cancelled by the OA, a daily morning meeting will be at 0900 in the Jessop Room.

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 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 J/22 type boats.
 - (b) the sails to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
No Signal	Main, Jib, and Spinnaker
Flag Z	Main and Jib only

- 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.
- 5.5 The OA 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 sail number.
- 6.2 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 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 three (3) or four (4).
- 7.2 **Crew Weighing**

The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 660 lbs. as determined at the time of registration. No additional weigh-in will be required unless there is a substitution of crew per NOR 9.3 and 9.4.
- 7.3 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 format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two skippers:
 - (a) they will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
 - (b) when the series has been decided, further matches between these two will not be sailed.
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as November 18-20, 2016.
- 8.4 The latest time for the start of a match on the last day of racing is approximately 1600.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The ICSA Representative with the consultation of the Chief Umpire and the RC may change the format, terminate, or eliminate any stage when conditions are not expected to permit the completion of the intended format.
- 8.7 The intended time of the first attention signal each day is 1100.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 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 in San Diego Bay, near the Grape Street Pier, San Diego, California.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark W 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 RC boat *Pista* will be identified by and RC flag.
The starting/finishing line mark will be a red ball.
Mark W will be a yellow tetrahedron.
Mark L will be a yellow tetrahedron.
The replacement marks will be green or orange tetrahedrons.

10.2 Starting/Finishing Line

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.

10.3 Course Limits

- (a) While racing no part of a boat shall sail within 100 yards of a cruise ship docked or otherwise.
- (b) The 100 yard area surrounding a cruise ship, docked or otherwise, ranks as an obstruction. The umpires may blow two (2) whistle signals without the display of an additional flag to indicate they believe a boat is close to entering the exclusion zone.
- (c) 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.

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 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.

12 STARTING PROCEDURE

- 12.1 The next flight number will be displayed on the RC boat on a black board with yellow numbers.
- 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** (changes RRS 33 and Race Signals)
 - (a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour 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.
- 13.3 **Signalling vessel**
 - (a) When a change of course is made for the first leg, the signal will be displayed from the RC 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 signalled 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 One coach boat will be provided for all competitors' coaches. Other coach boats will not be permitted.
- 15.2 Coaching shall be in accordance with ICSA Procedural Rule 19.

16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA:
- (a) video equipment 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.
- 16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.3 The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

- 17.1 The winning team's names and college shall be engraved on the Cornelius shields, Sr. Trophy.
- 17.2 Keeper trophies, provided by ICSEA, shall be awarded to the members of the top three teams.

18 CODE OF CONDUCT

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 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).
- 18.4 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.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

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

Seed	School	Skipper/Crew	Boat	Kite
1	C of Charlston	Christophe Killian, John Thompson, Laura Masterson, Howard Meyers	10	Pink/White
2	Dartmouth U	Charles Lalumiere, Nathaniel Greason, Rebecca McElvain	9	White/Teal
3	H & W Smith	Greiner Hobbs, Sam Hallowell, Noah Barrengos, Maya Weber	6	White/Blue
4	Boston College	Charles Sinks, Erika Reineke, Peter Lynn	3	Teal/White
5	U of South Florida	Sean Cornell, Brendan Feeney, Scott Ewing, Mandi Dickie	2	White/Pink
6	Georgetown U	AJ Reiter, Meaghan MacRae, Sean Segerblom, Roger Dorr	7	Yellow/White
7	USC	Matthew Hecht, Melissa Schem, Paul Chyz, Peter Wong	1	White/Green
8	U of Wisconsin	Charles Bocklet, James Sitter, Benjamin Witman, Indigo Leslie	5	Blue/White
9	Texas A&M - Gal	John Hanna, Haley Walker, Ian Beck, Jonathan Sager	4	White/Yellow
10	U of Washington	Kate Flanagan, Rachel Cohen, Athina Ebert, Hayden Potter	8	Green/White

Stage #1 - Round Robin

Flight 1

Match	Boats	Blue	Boats	Yellow
1	4	Texas A&M - Gal	3	Boston College
2	9	Dartmouth U	5	U of Wisconsin
3	2	U of South Florida	6	H & W Smith
4	10	C of Charlston	1	USC
5	8	U of Washington	7	Georgetown U

Flight 2

Match	Boats	Blue	Boats	Yellow
1	3	U of South Florida	4	Dartmouth U
2	5	USC	9	H & W Smith
3	6	C of Charlston	2	Texas A&M - Gal
4	1	Boston College	10	U of Washington
5	7	U of Wisconsin	8	Georgetown U

Flight 3

Match	Boats	Blue	Boats	Yellow
1	5	H & W Smith	9	Texas A&M - Gal
2	4	C of Charlston	3	U of Washington
3	8	U of Wisconsin	7	Boston College
4	10	Georgetown U	1	Dartmouth U
5	2	USC	6	U of South Florida

Flight 4

Match	Boats	Blue	Boats	Yellow
1	9	C of Charlston	4	U of Wisconsin
2	3	Georgetown U	5	Boston College
3	6	USC	8	Dartmouth U
4	1	Texas A&M - Gal	10	U of South Florida
5	7	H & W Smith	2	U of Washington

Flight 5

Match	Boats	Blue	Boats	Yellow
1	4	Boston College	3	Dartmouth U
2	6	Texas A&M - Gal	9	USC
3	5	U of Washington	8	U of South Florida
4	10	U of Wisconsin	1	H & W Smith
5	2	Georgetown U	7	C of Charlston

Flight 6

Match	Boats	Blue	Boats	Yellow
1	9	U of Washington	3	USC
2	1	U of Wisconsin	4	U of South Florida
3	5	Georgetown U	10	H & W Smith
4	6	Boston College	8	C of Charlston
5	2	Dartmouth U	7	Texas A&M - Gal

Flight 7

Match	Boats	Blue	Boats	Yellow
1	3	H & W Smith	5	C of Charlston
2	7	Dartmouth U	6	U of Washington
3	8	Texas A&M - Gal	2	U of Wisconsin
4	4	USC	1	Georgetown U
5	9	U of South Florida	10	Boston College

Flight 8

Match	Boats	Blue	Boats	Yellow
1	7	U of Washington	3	U of Wisconsin
2	5	Texas A&M - Gal	4	Georgetown U
3	10	USC	9	Boston College
4	8	H & W Smith	6	Dartmouth U
5	1	U of South Florida	2	C of Charlston

Flight 9

Match	Boats	Blue	Boats	Yellow
1	4	U of Washington	3	Texas A&M - Gal
2	9	U of Wisconsin	7	USC
3	6	Georgetown U	5	U of South Florida
4	8	Boston College	2	H & W Smith
5	10	Dartmouth U	1	C of Charlston

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1. Stage 1 - Round Robin(s)

All teams shall compete in a single round robin.

2. Stage 2

The bottom four teams from Stage 1 will compete in a single round robin (Repechage Round).

3. Stage 3

- a. The Quarter Finals will consist of the six teams from Stage 1, seeded 1 through 6 based on the results of Stage 1, plus the top two teams from the Repechage Round, seeded 7 and 8 based on the results of the Repechage Round. The highest seeds will be paired against the lowest seeds, i.e. 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5.
- b. The Quarter Finals will be a knock-out series. The winner of each pair will be the first team to score at least two points.
- c. Concurrent with the Quarter Finals, the bottom two teams in the Repechage Round will race each other in a knock-out series to determine 9th and 10th place overall. The winner will be the first team to score at least two points.

4. Stage 4

- a. The Semi-Finals will consist of the winner of the 1 vs. 8 Quarter Final paired against the winner of the 4 vs. 5 Quarter Final, and the winner of the 2 vs. 7 Quarter Final paired against the winner of the 3 vs. 6 Quarter Final.
- b. The Semi-Finals will be a knock-out series. The winner of each pair will be the first team to score at least two points.
- c. Concurrent with the Semi-Finals, places 5th through 8th will be determined by a series of first to one point pairings. The loser of the 1 vs. 8 Quarter Final will be paired against the loser of the 4 vs. 5 Quarter Final, and the loser of the 2 vs. 7 Quarter Final will be paired against the loser of the 3 vs. 6 Quarter Final. The winners of these two pairings will then be paired in a first to one point match to determine 5th and 6th places; and the losers will be paired in a first to one point match to determine 7th and 8th places.

5. Stage 5

- a. The Finals will consist of the winners of each Semi-Final match paired against each other.
- b. The Finals will be a knock-out series. The winner will be the first team to score at least three points. The winner will be the ICSA Match Racing National Champion. The loser of the finals will place 2nd.
- c. The Petit Finals will consist of the losers of each Semi-Final match paired against each other.
The Petit Finals will be a knock-out series. The winner will be the first team to score at least two points. The winner of the Petit Final will place 3rd. The loser of the Petit Finals will place 4th.

SI ADDENDUM C – 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 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 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Using the spinnaker pole to wing out the foresail.
- 2.15 Attaching lines to the fabric of spinnakers.
- 2.16 Perforating sails, even to attach tell tales.
- 2.17 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.18 The use of electronic equipment, unless permitted by C3.1.
- 2.19 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.
- 2.20 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.
- 2.21 Attaching the spinnaker pole to the standing rigging.
- 2.22 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.24 A breach of SI C 2.14, 2.19, 2.20, 2.21 or 2.22 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 (other than duct tape (gray tape)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens/pencils
 - (e) tell tale material

- (f) hand held compasses, watches, timers, competitor supplied VHG used in accordance with C2.17, 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'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 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 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.

SI ADDENDUM D – 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 winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Two jib cars
- Two tweakers

SAFETY GEAR

- One package of life jackets containing 4 lifejackets, 3 flairs, 3 glow sticks, and 1 whistle/horn
- Bucket and lanyard
- Sponge
- Paddle
- Throwable cushion

MOORING LINES and FENDERS

- One continuous mooring line
- One fender
- Hoisting strap
- Tow line

SI 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.

These rules will all be in the 2017 - 2020 rulebook!

Marginal markings indicate changes from the 2015 test rules.

Below are the details of the changes to the RRS:

A. Add new RRS 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

B. Delete RRS 18, C2.6 and C2.7 and replace with:

18 MARK ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

(a) When the first boat reaches the *zone*,

(1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.

(2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.

(b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *mark-room* ceases and rule 18.2(a) is applied again if required based on the relationship of the boats considered at the time rule 18.2(a) is re-applied.

(c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

When an inside *overlapped* right-of-way boat must change *tack* at a *mark* to sail her *proper course*, until she changes *tack* she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a *gate mark* or a *finishing mark* and a boat shall not be penalized for breaking this *rule* unless the course of another boat was affected by the breach of this *rule*.

C. Change definition of Mark-Room to:

Mark-Room Room for a boat to sail her *proper course* to round or pass the *mark* on the required side. If *room* includes a change of *tack*, such *tack* or *gybe* shall be done no quicker than a *tack* or *gybe* to sail her *proper course*.

D. Add the following new rule:

C2.14 Rule 17 is deleted.