*<event name>*

*<organizing authority>* - Organizing Authority

*<dates>*

*<location>, <country>*

**SAILING INSTRUCTIONS (SIs)**

**1 RULES**

1.1 The event is governed by the rules as detailed in NoR 1.

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:

1. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than *<number>* minutes’ in Race Signals AP.
2. 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.’
3. 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 change to the SI will be posted before *<time>* on the day it will take effect, except that any change to the schedule of races will be posted by *<time>* 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 race course.

2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel (‘RCV’). An umpire may communicate these Race Committee changes either verbally or in writing.

**3 COMMUNICATIONS WITH COMPETITORS**

 Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel *<channel>*.

**4 BOATS AND SAILS**

4.1 Boats will be identified by *< boat identification>*.

4.2 [The mainsails shall display letters or skipper’s names as provided by the OA.]

4.3 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:
**Signal** **Sail combination to be used**
*<list of signals and sail combinations>*

**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 RCV.] *or*

[The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV].

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.

5.4 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. A *<describe flag>* will be displayed from the time of the warning signal to the starting signal for the blank start.

**6 COURSES**

*Two options – No offset mark and a course with offset mark for cross current. Both options have language for 6.1, 6.2.*

[6.1 Configuration (not to scale)

 Windward Mark - ‘W’ o

 Leeward Gate – ‘L’ o o

 Start/Finish Line o------------------ o ]

6.2 Signals and Course to be Sailed
Course signals will be displayed from the RCV bow *<or describe location>,* 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]

*Or*

[ **Signal** **Course**

Numeral 1 Start-W-Finish

Numeral 2 Start - W - L - W - Finish

Numeral 3 Start - W - L - W - L - W - Finish

Numeral 4 Start - W - L - W - L - W - L - W – Finish] ]

*Or*

[6.1 [Configuration (not to scale)

 Windward Mark - ‘WP’ o o Windward Mark – ‘WS’

 Leeward Gate – ‘L’ o o

 Start/Finish Line o------------------ o

6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV bow *<or describe location>,* at or before the warning signal.
Green means: Marks WP and WS shall be rounded to starboard.
Red means: Marks WS and WP shall be rounded to port.
In the event one gate mark is missing, the remaining mark shall be rounded in the same direction as WS and WP.

**Signal** **Course**
Green Start - WP - WS - L - WP - WS – Finish
Green + S Start - WP - WS – Finish
Red Start - WS - WP - L - WS - WP – Finish
Red + S Start - WS - WP - Finish

Marks WP and WS may be laid together. ]

**7 MARKS / STARTING AND FINISHING LINE**

7.1 Mark [W] [WP] [WS] [L] are <*description*>.

7.2 The replacement mark[s], as provided in SI 8, are *<description>*. *Describe the change mark or multiple change marks.*

7.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the *<description>* at the port-end.

**8 CHANGE OF THE NEXT LEG OF THE COURSE**

8.1 [To change the next leg of the course, the race committee will move the original mark or the finishing line to a new position.][To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.]

 RRS 33 and Race Signals is changed as follows:

(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.]

8.2 (a) When a change of course is made for the first leg, the signal will be displayed from the RCV 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.

**9 OBSTRUCTIONS**

The following [object(s)][line(s)][area(s)] [is][are] designated as [an] obstruction(s). 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 RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV 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.

 (b) <*describe other obstructions / prohibited areas / course limits*>.

**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 [flag L] [<*other 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 RCV 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 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**

11.1 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**.**

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

**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 3rd 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.

*Check each item below to make sure they are appropriate for the boats being used*

2.10 Using a flattener as a reef or using a reef line as an outhaul.

2.11 Adjusting lifeline tension.

2.12 Cross winching foresail sheets.

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 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 C3.1.

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 cockpit floor, and the vang. *This is an option for boats with no mainsheet travellers, to avoid the crew holding the main boom to windward.*

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 Having the head of the spinnaker above the main boom gooseneck on a leg of the course between marks WP and WS until her bow is within two boat lengths of the mark at the end of the leg. *This is an option for boats* *to prevent damage to spinnakers when an offset mark is being used.*

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 boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error. *This should be used only when the boats have retractable bowsprits.*

2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set. *This should be used only when the boats have retractable bowsprits.*

2.26 A breach of SI <B 2.16, 2.21, 2.22, 2.23, 2.24 or 2.25 > 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) 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

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 Leaving the engine gear lever in the reverse position while racing.

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.

**SI ADDENDUM C – EQUIPMENT LIST**

*Modify the list as appropriate for the boats being sailed*

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

Small headsail

Large headsail

Spinnaker

One winch handle

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Tiller extension

Genoa cars

**SAFETY GEAR**

Fire extinguisher

Life jackets for each crew member

Safety harness

Bosun's chair

Torch

Foghorn

Boat hook

First Aid kit

Bucket and lanyard

Flares

Life ring

Bilge pump

**TOOLS**

Any supplied tools

**GROUND TACKLE**

Anchor and chain

Anchor line

**MOORING LINES and FENDERS**

Two mooring lines

Two fenders

**GALLEY EQUIPMENT**

Lunch box

As provided by the organisers

**FUEL and WATER**

As provided by the organisers

**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** |
| **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.

**SI ADDENDUM F – COURSE LIMITS**