



2022 U.S. Women's Match Racing Championship
For the Allegra Knapp Mertz Trophy and the Mrs. C.F. Adams Memorial Trophy
Seawanhaka Corinthian Yacht Club Oyster Bay,
NY
August 19-21, 2022
Clinic August 18, 2022

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 *Racing Rules of Sailing* (RRS)
- (b) the *US Sailing Regulations* that govern US Sailing Championships and Qualifying Events found at <https://www.ussailing.org/about/our-organization/#resources-block>
- (c) the *Conditions of the United States Woman's Match Racing Championship* found at <https://cdn.ussailing.org/wp-content/uploads/2022/01/Championship-Conditions-for-the-USWMRC-2022.pdf>
- (d) the *US Sailing Championship Conditions* found at <https://www.ussailing.org/competition/resources/championship-conditions/>
- (e) the rules for the Handling of Boats (SI Addendum C) will apply and will also apply to any practice sailing. Class rules will not apply.
- (f) *US Sailing Championships Code of Conduct* which can be found at https://cdn.ussailing.org/wp-content/uploads/2020/07/FinalChampionships_CodeofConduct3-21-17.pdf

- 1.2 [DP] Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct. Reasonable actions by event officials to implement COVID-19 guidance, protocols, or legislation even if they later prove to have been unnecessary, are not improper actions or omissions.
- 1.3 **Use of Personal Flotation**
- (a) US Sailing Regulation 10.04 A 1: “For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing.” This modifies RRS 40 and the preamble to Part 4.
- (b) US Sailing Regulation 10.04 D: “A violation of this Instruction may be protested by race officials or a competitor; however, an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee. This changes rule 64.1
- 1.4 When a boat in a match fails to sail the course, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. This changes RRS 28, 35, 63.1, 90.3(a), A5, and C10.7
- 1.5 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E.
- 1.6 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
- 1.7 The US Sailing prescriptions to RRS 63.1 and 63.2 shall not apply.

2 ENTRIES AND ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit US \$250 for damage and complete crew weighing, between 900 and 1800 on Thursday, August 18, 2022, 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 authorize an original crew member to substitute in accordance with Championship Conditions and the USWMRC Conditions.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment in accordance with the Championship Conditions and the USWMRC Conditions.

3 AMENDMENTS TO SAILING INSTRUCTIONS

- 3.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected and will be signed by the RC and the PC representatives.
- 3.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 3.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

4 BOATS AND SAILS

- 4.1 The event will be sailed in Sonar type boats.
- 4.2 The sails to be used will be allocated by the RC.
- 4.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 4.4 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.
- 4.5 The RC 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.

5 IDENTIFICATION AND ASSIGNMENT OF BOATS

- 5.1 Boats will be identified by bow numbers.
- 5.2 Boats will be allocated by the RC for each stage.
- 5.3 Boats may be exchanged in accordance with the pairing list and race schedule.

6 CREW MEMBERS, NUMBER AND WEIGHT

- 6.1 The total number of crew, including the skipper, shall be 3 or 4, or 5 females.
- 6.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 272 kg (599.7 lbs), determined at the time of registration.
- 6.3 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

7 EVENT FORMAT AND STARTING SCHEDULES

- 7.1 The event format is detailed in SI Addendum B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 7.2 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 position in stage 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
- 8.2 The racing days are scheduled as August 19-21, 2022.
- 8.3 The latest time for an attention signal on August 21, 2022, will be 1600.

- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 Per the Section 9.2 of the USWMRC Conditions “Should wind, weather or other conditions make it unlikely to complete the scheduled number of races within the time schedule, the event format may be terminated, shortened or altered in order to declare a Champion. A one race knockout series will be avoided if at all possible. The Organizing Authority in conjunction with the Race Committee shall determine actions decisions to be taken regarding results when not resolved by RRS Appendix C.”
- 8.6 The intended time of the first attention signal each day is 1000.
- 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 RC may move the other starts forward to eliminate a blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3rd substitute is not required.

8 RACING AREA

The intended racing area will be Long island Sound, Oyster Bay and Cold Spring Harbor, NY .

9 COURSE

9.1 (a) Course Configuration (not to scale)

Mark W o

Mark L o

• o Start/Finish Line

(b) Signals and Course to be Sailed

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

Mark L if it a gate boats will pass between the marks. If it is a single mark it shall be 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 an RC Flag.
- The starting/finishing line mark will be a yellow ball. Mark W will be a white ball.
- When Mark L is a Gate it will be two orange balls.
- When Mark L is a single mark it will be an orange ball.

The replacement marks will be green or red balls

- 9.2 The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a pole displaying orange flag on the RC boat. A buoy may be attached to the signal boat's anchor line just below estimated keel depth as a courtesy to the sailors. Boats shall not pass between this buoy and the signal boat at any time. This buoy is part of the signal boat's ground tackle. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.1(a).
- 9.3 Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.
- 9.4 Course Limits
- (a) While racing no part of a boat shall sail within 100 feet of a commercial fisherman while they are fishing.
 - (b) The 100 foot area surrounding a commercial fisherman ranks as an obstruction.
 - (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.
- 9.5 **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.
 - (c) Match umpires may verbally inform the competitors in their match of an abandonment at the request of the RC without a visual or sound signal being made by the RC. This changes Race Signals and rule 32.1

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 "V" 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.
- 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 11.1.
- 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 STARTING PROCEDURE

- 11.1 The next flight number will be displayed on the RC boat.
- 11.2 To alert competitors that a starting sequence is about to commence, multiple sound signals may be made approximately one minute before the attention signal and the FOXTROT flag.
- 11.3 If there are five or more matches in a flight the warning signal for match 5 will be numeral pennant 8. This changes RRS C3

12 CHANGE OF POSITION OF THE WINDWARD MARK

12.1 Changes to the course will be made by setting a replacement mark W.

12.2 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.
- (c) Signaling vessel When a change of course is signaled after the start, it will be displayed from a boat in the vicinity of Mark L; this will not be the RC signal boat that is one end of the starting/finishing line.

13 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.

14 COACH BOATS

14.1 Coaching is not permitted.

15 MEDIA, IMAGES and SOUND

15.1 Per NOR 14 the OA has the right to use any images and sound recorded during the event free of any charge.

16 PRIZES

16.1 The Allegra Knapp Mertz Perpetual Trophy will be presented to the first-place team and the Mrs. C.F. Adams Memorial Perpetual Trophy will be presented to the second-place team.

16.2 Only a team that is 100% US citizens or resident aliens throughout the Championship Finals may be declared U.S. National Champion. A "US citizen" is a person who has, or is eligible to have, a US passport. A "resident alien" is a person who does not have a US passport but who has a Permanent Resident Card ("Green Card").

16.3 US Sailing Medals will be awarded to the competitors finishing in first through third places.

16.4 Invitations: The top placing eligible skipper (per U.S. Match Racing Championship Conditions) will be invited to the 2022 U.S. Match Racing Championship hosted by Oakcliff Sailing, Oyster Bay, NY on October 7-9, 2022. Should the qualifying skipper decline her spot to the 2022 USMRC, or already be invited, the spot will be filled by the USMRCC's Invitation Committee process per the USMRC Conditions.

16.5 Invitations: The Royal New Zealand Yacht Squadron ("RNZYS"), in conjunction with World Sailing have selected the 2022 US Women's Match Racing Championship to be a qualifying regatta for the 2022 Women's Match Racing World Championships to be hosted by the RNZYS in Auckland, New Zealand in November 2022. The top placing skipper (either US or international) of the 2022 US Women's Match Racing Championship will be invited to compete in the 2022 World Championships. If the qualifying skipper declines her invitation, or has already been invited, the next highest placing skipper shall receive the invitation.

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 Addendum C and D.
- 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.

Dated: August 16, 2022

Version: 4

SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS: PAGE 1

Skippers List

- Allie Blecher
- Nicole Breault
- Torrey Chisari
- Danielle Gallo
- Bridget Groble
- Alexis Gesualdo
- Liz Hjorth
- Gloria Kevlicute
- Catherine Shanahan
- Janel Zarkowsky

Pairing lists will be distributed at the competitor meeting.

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

- 1 First Stage - Round Robin(s)**
 - (a) All skippers will sail a round robin.
 - (b) The eight highest scoring skippers shall qualify for the next stage.

- 2 Second Stage - Quarter Finals - Knock-Out**
 - (a) The first skipper in each pair to score at least 3 points shall proceed to the Stage 3.
 - (b) In each match, the skipper with the highest rank from Stage 1 shall enter from starboard in Flight 1 and alternate thereafter.

3 Third Stage Semi-finals - Knock-Out

- (a) Of the four winning skippers from the Stage 2, the skipper with the highest ranking from Stage 1 shall select his opponent when requested by the RC to do so. This pair will be Match 2. The remaining two skippers shall race each other. This Pair will be Match 1.
- (b) The first skipper in each pair to score at least 3 points shall proceed to the finals. The other two skippers shall proceed to the petite finals.
- (c) In each match, the skipper with the highest rank from Stage 1 shall enter from starboard in Flight 1 and alternate thereafter.

4 Fourth Stage - Fifth to Tenth Places (*Time Allowing*)

- (a) The losing quarter finalists, and skippers in ninth and tenth in Stage 1 shall sail for fifth to tenth places.
- (b) The six skippers shall sail a round robin.

5 Finals and Petite Finals

- (a) The two winning skippers from Stage 3 will race each other in the Finals. This pair will be Match 2. The remaining two skippers shall race each other in the Petite Finals. This Pair will be Match 1.
- (b) In each match, the skipper with the highest rank from Stage 1 shall enter from starboard in Flight 1 and alternate thereafter.
- (c) The first skipper to score at least 3 points will be the winner. In the Petite finals the first skipper to score at least 2 points be the winner.

SI ADDENDUM C – HANDLING of 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 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 SI 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.
- 2.23 Interference with commercial fisherman. Beware that clammers have long rakes.
- 2.26 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
- (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 devices such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFD

3.2 Using the items in 3.1 to:

- (l) prevent fouling of lines, sails and sheets
- (m) attach tell tales
- (n) prevent sails being damaged or falling overboard
- (o) mark control settings
- (p) make minor repairs and permitted adjustments
- (q) make signals as per Appendix C6
- (r) 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.

4.7 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 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 spinnaker pole
- Two spinnaker sheets
- One headsail sheet
- Tiller extension
- 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.