



U.S. MATCH RACING
CHAMPIONSHIP



October 6-9, 2022
October 6 Practice Day
October 7-9 Racing Days

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:

1. the 'rules' as defined in the RRS, including Appendix C.

2. the rules for Handling Boats (SI Addendum C) that will also apply to any practice sailing. Class rules shall not apply.

3. The US Sailing prescriptions to RRS 63.1 and 63.2 shall not apply. The text of the US Sailing prescriptions that will apply will be posted on the official notice board.

4. The US Sailing Regulations which govern all the US Sailing Championships and Qualifying Events. In particular, Regulations 2.02, 4.02, 10, 13, and 14.04 apply, although other Regulations may be applicable as well. The US Sailing Regulations can be found at: <https://cdn.ussailing.org/wp-content/uploads/2019/11/US-Sailing-Regulations-2021-02-22-1.pdf>

5. the Conditions of the United States Match Racing Championship found at the following address: <https://www.ussailing.org/wp-content/uploads/2018/01/Conditions-for-the-USMRC-1.pdf>

6. the US Sailing Championship Conditions found at:

<https://www.ussailing.org/competition/resources/championship-conditions/>

1.2 Boats may be required to race with onboard observers to give information to the umpires, sponsors or media. Observers will be weight-equalized by fixing weights near the stern.

Observers will not take part in sailing the boat or communicate with the crew while racing.

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

1.4 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 a redressable, improper action or omission has occurred. This changes RRS 60.1(b) and 62.1(a).

1.5 When a boat in a match fails to sail the course in accordance with rule 28.1, she will be scored zero points (without a hearing) 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 C10.7.

1.6 CODE OF CONDUCT- All competitors will follow the US Sailing Championship Code of Conduct that can be found at: https://www.ussailing.org/wp-content/uploads/2018/01/FinalChampionships_CodeofConduct3-21-17.pdf. Breaches of this SI are not grounds for protest by a boat. This changes RRS 60.1(a)

1.7 [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.

1.8 Rule 40.1 shall apply at all times while afloat. This changes the preamble to Part 4.1. Competitors will need to bring their own PFD's.

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, complete the deposit form for \$US 2,500 for damage and complete crew list and weights, by 0900 on the first race day unless extended by the OA.

2.3 The damage deposit is the limit of liability of each skipper for each incident. In addition, a skipper's damage deposit may be charged for damage to or non-return of PFDs and/or VHF radios borrowed by any member of the skipper's team from Oakcliff Sailing. If 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 and equipment unless the umpires or PC otherwise assign responsibility.

2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

3. COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be communicated via emails registered on TheClubSpot.com.

3.2 "Signals made ashore" will be communicated via email and announced on VHF69.

3.3 The first meeting with the umpires will be after the first competitors' meeting.

3.4 The RC may make radio transmissions on VHF channel 69 to competitors to announce pairings, signals, or other communications. Failure to make these transmissions or failure of a competitor to hear them is not cause for redress. This changes RRS 62.1(a).

4. AMENDMENTS TO THE SAILING INSTRUCTIONS

4.1 Amendments to the SI made ashore will be posted on the official notice board located at [ClubSpot Notice Board](#) by 0830 on each race day and communicated via email.

4.2 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.

5. BOATS AND SAILS

5.1 The event will be sailed in Match 40 type boats.

5.2 The sail combination to be used in a flight will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<u>Signal Sail</u>	<u>Sail Combination to be used</u>
No signal	Main, Genoa, and Spinnaker
Flag X	Main, Jib and Spinnaker
Flag Z	Main, Jib and No spinnaker

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 OA 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 bow number.

6.2 Boats will be allocated by the OA as set forth in the pairing list in SI Addendum A.

7. CREW MEMBERS AND WEIGHT

7.1 The number of crew (including the skipper) shall be five or six, excluding persons placed on board by the OA. All registered crew shall sail all races unless permission for a change is given under SI 7.2 or 7.4.

7.2 When a registered skipper is unable to continue in the event, the Chief Umpire may authorize an original crew member to substitute.

7.3 The maximum total crew weight, determined prior to 0900 on the first day of racing, shall be 964.5 lbs. when wearing at least shorts and shirts.

7.4 When a registered crew member is unable to continue in the event, the Chief Umpire may authorize a substitute, a temporary substitute or other adjustment.

8. EVENT FORMAT AND STARTING SCHEDULE

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 rotation sheet.

8.2 The practice day is scheduled as October 6 for 3 hours between 1100 and 1700 as assigned.

8.3 Skippers meeting and first meeting with umpires will be held in-person at 2 South Street and via Zoom on Thursday October 6 at 1830.

Topic: USMRC Skipper Meeting

Time: Oct 6, 2022 06:30 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/81636718403?pwd=d1dYT3Z2K21XYU5OREQrSFFETkVDZz09>

Meeting ID: 816 3671 8403 Passcode: 052104

8.4 The racing days are scheduled as October 7-9.

8.5 The daily competitors' written briefing will be sent via email by 0830 race mornings.

8.6 The intended time of the first attention signal each racing day is 1000 hrs.

8.7 The number of matches to be sailed each day will be determined by the RC.

8.8 The latest time for an attention signal on the last day of racing will be 1600 hrs.

8.9 When a match cannot start at its intended time, the RC may move the other starts forward and not do a blank start. Competitors will be so advised verbally by an umpire if the RC does so.

8.10 The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical 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.

8.11 In a knock-out series between two skippers;

1. Unless designated otherwise in the pairing list, the skipper with the highest finishing position in Stage 1 will enter from the starboard end of the starting line for the first match of the series and alternate ends for each subsequent match in the series. This changes RRS C4.1.

2. When the series has been decided, further matches between these two will not be sailed and subsequent starts will be moved forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9. THE RACING AREA

The racing area will be in Oyster Bay Harbor, Cold Spring Harbor, or Long Island Sound.

10. THE COURSE

10.1. Course configuration (not to scale)

o Mark W

o o Mark L

o-----o Start/Finish Line

10.2 Course signals will be displayed from the RC boat at or before the warning signal.

Course Signals

No Signal = Start - W - L - W - Finish

Flag S = Start - W - Finish

10.3 Mark Roundings

1. Mark W shall be rounded to starboard.
2. Mark L may be a gate (see definition Sail the Course)
3. if Mark L is a single mark, it shall be rounded to starboard
4. Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change while boats are on the first half of that leg.

10.4 Description of Marks

1. the RC signal boat will be Tashtego or Tomahawk unless otherwise notified.
2. the starting/finishing line mark will be a yellow buoy.
3. Mark W will be a green, red or white buoy.
4. when Mark L is a gate, it will be between two orange buoys.
5. when Mark L is a single mark, it will be an orange buoy

10.5 Course Limits- No part of a boat's hull shall sail inside of an area two Match 40 hull lengths from a commercial fisherman. This area ranks as an obstruction for purposes of Part 2 of the RRS. 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.

10.6 Starting and Finishing line- The starting/finishing line will be a line between the course side of a starting/finishing mark and a staff displaying an Oakcliff flag on the signal boat. A buoy may be attached to the signal boat's anchor line just below estimated keel depth as a courtesy to the sailors. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.1(a). The area between this buoy and the signal boat is an obstruction and boats shall not pass between this buoy and the signal boat at any time. A breach of this obstruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2.

10.7 Abandonment and Shortening:

1. 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.'
2. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.
3. 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.

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 flag L 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 close 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 umpires.

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 will not be grounds for redress. This changes RRS 62.1(a).

12. STARTING PROCEDURE

12.1 The preparatory signal will be either a White flag or a "C" flag with a color flag and multiple sound signals. If a White flag is displayed, Mark W will be a white buoy. If a "C" flag is displayed with a color flag and multiple sound signals, Mark W will be a buoy that is the same color as the color flag displayed with the "C" flag. This changes C3.1.

12.2 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.

13. CHANGE OF MARK W

13.1 Flag C and a colored flag means: 'Mark W has been changed. Sail to a mark the same color as the flag.' Change of Course Signals This changes RRS 33 and supplements Race Signals (Changing the Next Leg)

13.2 When a change of course after starting only affects some matches, the matches affected may be designated by the appropriate numeral pennant.

13.3 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.

14. TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has started, sailed the course, and finished will be scored DNF. This changes RRS 35 and A5.

15. COACH BOATS

Coach boats will not be permitted at this regatta.

16. MEDIA IMAGES AND SOUND

16.1 If required by the OA:

1. Television personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
2. Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.

3. Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

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 Prize giving will be on Sunday October 9, at Oakcliff, post racing.

17.2 Oakcliff prizes will be awarded for first, second, and third.

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 Addenda C and D.

18.3 The penalty for breaking this SI is 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.

19. DISCLAIMER

All those taking any part in this event do so at their own risk. The OA, its associates, and appointees accept no responsibility for any loss, damage, injury, sickness, disease, or inconvenience incurred, however so caused. See RRS 3, Decision to Race.

SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS AND PAIRING LIST

Skippers are listed in [ClubSpot Event Page](#).

Pairing list to be supplied at skippers meeting.

SI ADDENDUM B - EVENT FORMAT AND SCHEDULE OF RACES

EVENT FORMAT

Stage 1 – Single Round Robin

- (a) All skippers are scheduled to sail against all other skippers once.

Stage 2 – Quarterfinal Knock-outs

- (a) Skippers placing 1 through 8 in the round robin will be paired 1 v 8, 2 v 7, etc. in accordance with a table to be distributed by the RC.
- (b) The first skippers to score at least two (2) points qualify for Stage 3

Stage 3 – Semi-Finals

- (a) Of the skippers qualified for this stage, the skipper with the highest place in Stage 1 will pick his/her opponent and will have the starboard entry for their first race. The remaining two skippers will race each other and the skipper with the highest place in Stage 1 will have the starboard entry for their first race.
- (b) The first skippers to score at least two (2) points will proceed to Stage 5
- (c) The other skippers will move to Stage 4

Stage 4 – Petite-Final Knockout Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (a) The first skipper to score at least two (2) points will place third in the regatta. The other skipper will place fourth.

Stage 5 – Final Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper to score at least three (3) points will be the winner. The other skipper will place second.

Stage 6- Consolation Round Robin

- (a) Skippers placing 5 and lower after Stage 2 (or placing 5 through 8 in Stage 1 if Stage 2 is not sailed) will be paired in accordance with a table to be distributed by the RC. The results of this round robin will be for places five through eight.
- (b) This stage will be run concurrently with stages 3 through 5

SI ADDENDUM C- HANDLING 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 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC, umpires, or OA
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay, outhaul, cunningham or vang.
- 2.15 Using a reef line as an outhaul.
- 2.16 Cross winching foresail sheets.
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 The use of electronic instruments/equipment unless permitted by SI C3.1.
- 2.19 Using the spinnaker pole to wing out the foresail.
- 2.20 Marking directly on the hull, deck or lines with any sort of marker, including a pencil. Use of duct tape or any tape that leaves a residue. Using tape that leaves a residue is a \$25 deduction from the damage deposit.
- 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.

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 The spinnaker pole may only be attached to the topping lift, spinnaker sheet and mast ring when off the mooring.

2.24 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.

2.26 Interfering with commercial fishermen. Be aware that clammers have long rakes.

2.27 A breach of SI C 2.21 through 2.26 are 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), except any tape that leaves a residue.
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pencil/pen
- (e) paper
- (f) tell tale material
- (g) watch, timers and hand-held compass
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) shackles and clevis/cotter pins
- (l) halyard clips
- (m) small personal video devices such as GoPro are permitted as long as any posting to websites or social media references and links to Oakcliff Sailing

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) make notes
- (h) personal safety

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory.

- 4.1 All competitors shall report any damage to the Bosun. This can be done verbally or via radio but shall be done after finishing and before starting the next race or before changing boats.

4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
- (b) securing the boat to its mooring as directed
- (c) securing helm
- (d) stowing equipment on the boat in its proper location
- (e) leaving the boat cleaner than you found it

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 as directed by the OA.

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, to the extent 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

Genoa

Jib

Spinnaker

Sailbags

Mainsail Cover

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Three winch handles

SAFETY GEAR:

Deck Brush

Soap

Blue Water Jug (Fill at dock daily)

GROUND TACKLE:

Anchor

Anchor line

One mooring line (Keep on Boat when leaving mooring)

FLAGS:

Yellow, Blue, Red, Lima (Breakdown) Flag
backstay flags

One handheld Y Flag

SI ADDENDUM E –**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.

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 2 hours 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 2 hours of work but should not normally require more than 4 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 and/or more than 4 hours of work are required.

Point Penalties - to be applied without a hearing (RRS C8.6)

Level	Round Robin	Knock Out
A	None	None
B	Three quarters of a 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 after a points penalty has been 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.