

2023 Women's World Match Racing Tour
Casa Vela Cup
St. Francis Yacht Club
April 25-28, 2023
SAILING INSTRUCTIONS - CHANGE 1

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 (Sailing Instructions) Addendum E.
- 1.3 The RRS is changed as follows: When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'. in Race Signals.
 - 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. This changes Race Signals.
- 1.4 Competitors and support persons shall comply with any reasonable request from an official. Failure to do so may be misconduct.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs made ashore will be posted by 1000 on the day it will take effect, except changes to the schedule of races will be posted by 1900 on the day before it will take effect.
- 2.2 Flag L (Lima) 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.
- 2.3 Changes to a SI may be made on the water. These will be signaled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel. An umpire may communicate these Race Committee changes either verbally or in writing without signaling with the 3rd substitute and sounds.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 See NoR 3.
- 3.2 The race committee intends to monitor and communicate on VHF channel 69 or as announced or as announced in the skipper's briefing. The umpires may also provide pairing information to the competitors verbally. Failure to receive these notifications will not be grounds for redress.
- 3.3 Competitors may contact the race committee on VHF 69 in emergencies, to report damage, or in response to a request from the race committee.

4 BOATS AND SAILS

- 4.1 Boats will be identified by bow numbers.
- 4.2 Boats will be assigned in accordance with the pairing list. See SI Addendum B.
- 4.3 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal	Mainsail, Jib, Spinnaker
Flag G (Golf)	Mainsail, Jib (no spinnaker)




- 4.4 At a mark of the course, the RC may display Flag G (Golf) with multiple sounds to indicate that no spinnakers shall be used for the rest of the race unless Flag G (Golf) is removed..
- 4.5 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 4.6 The RC will decide which boats are to be used for each stage and when the RC decides a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 4.7 The OA may provide a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.
- 4.8 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall not be grounds for redress by a competitor. This changes RRS 62.1(a).

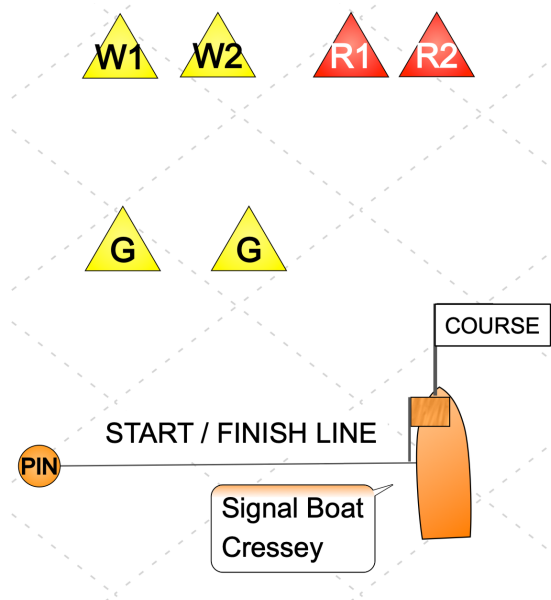
5 FLIGHTS AND MATCHES

- 5.1 The event format and match pairing lists are detailed in SI Addendum B.
- 5.2 Each subsequent flight will be started as soon as practicable after the previous flight.
- 5.3 The match to be sailed in a flight will be displayed by numeric pennant on the RC Signal Boat.
- 5.4 Flight numbers will be displayed on the RC Signal Boat's digital board.
- 5.5 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.
- 5.6 The number of matches to be sailed will be determined by the Race Committee.
- 5.7 Early stages may be terminated in favor of later stages.
- 5.8 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 match flag will be displayed from the time of the warning signal to the starting signal for the blank start.
- 5.9 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.
- 5.10 The racing days are scheduled April 25 to April 28, 2023.
- 5.11 No attention signal will be given after 1700 on April 28, 2023.

6 COURSES

- 6.1 Course signals will be displayed from the RC Signal Boat’s bow at or before the warning signal for each match.
- 6.2 Mark G is a gate. If one of the gate marks is missing, always round the remaining mark to starboard.
- 6.3 Marks W1 & W2 and / or marks R1 & R2 may be tied together.

SIGNAL		DESCRIPTION	MARK ROUNDING ORDER
No Flag		Round W1&2 to STARBOARD	Start – W1(s)-W2(s)– GATE – W1(s)-W2(s) – Finish
O (Oscar)		Round W1&2 to PORT	Start – W1(p)-W2(p) – GATE – W1(p)-W2(p) – Finish
Red Flag		Round R1&2 to STARBOARD	Start – R1(s)-R2(s) – GATE – R1(s)-R2(s)– Finish
Red and (Oscar)		Round R1&2 to PORT	Start – R1(p)-R2(p) – GATE – R1(p)R2(p) – Finish



7 MARKS / STARTING AND FINISHING LINE

- 7.1 Marks W1, W2 and L are YELLOW cone marks.
- 7.2 Marks R1 & R2 are RED cone marks.
- 7.3 The start and finish line are between a staff displaying an orange flag on the RC Signal Boat at the starboard end and the course side of the ORANGE mark (PIN).

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.
- 8.2 RRS 33 and Race Signals are changed as follows:
 - a) Flag C (Charlie) and repetitive sounds means: The windward mark has been moved.
 - b) When a change of course after starting only affects some matches, these will be designated by the

appropriate numeral pennant under Flag C (Charlie).

- c) When a change of course is made for the first leg, the signal will be displayed from the RC Signal Boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- d) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark L with Flag C (Charlie) and repetitive sounds.

9 AREAS THAT ARE OBSTRUCTIONS

9.1 Each line bound by the following two points is designated as an obstruction. Boats are prohibited from crossing any of these lines while racing.

- a) The "H" Beam piling and the closest point ashore (located approximately 200 yards west of the St. Francis YC);
- b) Anita Rock Light located approximately 0.30nm west of StFYC ("Anita Rock" Q 20 ft 5M) and the closest point ashore;
- c) Yellow buoy "ARo" (located approximately 45 yards at 350 degrees from Anita Rock Light) and the closest point ashore;
- d) Anita Rock Light and "ARo" as defined above;

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 (Lima) 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 close to leeward of the RC boat and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs shall 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 9.1.
- 10.4 RRS 62 is changed to read: 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.

11 STARTING PROCEDURE

- 11.1 Match warning signals will be numeral pennants indicating the match number to be started.
- 11.2 The flight number will be displayed on the RC signal boat with a digital board or numeral placards.

12 TIME LIMIT RRS 35 and A5 are changed to read: A boat that does not finish within five (5) minutes after her opponent has completed the course and finished will be scored DNF.

13 COACH & SPECTATOR BOATS

- 13.1 Support person vessels shall conspicuously display identification of the team being coached.
- 13.2 Support persons shall stay approximately 100m from the racing area while boats are racing and comply with reasonable requests from the officials.
- 13.3 Any interference by a coach boat with the racing or event organization may result in a penalty applied to the competitor's score.

14 EVENT CONTACTS

Casa Vela Regatta Chair	Bruce Stone	bruce@brucestone.com	(917) 822-4060
Principal Race Officer	Mark Townsend, IRO	s_mark_townsend@hotmail.com	(562) 533-5909
Deputy Race Officer	Donald Wieneke, RRO	dkwieneke@gmail.com	(415) 332-0186
Chief Umpire	Kathy Lindgren, IU	kat.lindgren585@gmail.com	(920) 980-1223
Race Office	Felix Weidling	racedirector@stfyc.com	(415) 820-3710
OA Representative	Grant Baldwin	grant@calguitars.com	(650) 464-7648

SI ADDENDUMS

- A. ELIGIBLE SKIPPERS
- B. EVENT FORMAT, PAIRING SHEET and BOAT ROTATIONS
- C. RULES FOR HANDLING BOATS
- D. EQUIPMENT LIST
- E. DAMAGE PENALTIES

A. ELIGIBLE SKIPPERS

	SKIPPER	WORLD SAILING WOMEN'S RANKING
1	Anna Östling SWE	2
2	Nicole Breault USA	3
3	Celia Willison NZL	4
4	Sophie Otter GBR	5
5	Ali Morrish GBR	8
6	Megan Thomson NZL	11
7	Janel Zarkowsky USA	13
8	Kristine Mauritzen DEN	21
9	Brooke Wilson AUS	29
10	Rebecca Coles GBR	31

B. EVENT FORMAT, PAIRING SHEET and BOAT ROTATIONS

1. **The event format is detailed in NoR 7.8**
2. **Boat Rotations and Pairing Sheets:** will be handed out at weigh-in and registration at 1030 AM on Monday morning and at the daily competitors' meeting. They are also available at www.stfyc.com/racing
3. **Schedule** information is available in NOR (8) eight.

C. RULES FOR HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize the boats, variations shall not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

2.1 Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- (a) Any additions, omissions or alterations to the equipment supplied.
- (b) The use of any equipment for a purpose other than that intended or specifically permitted.
- (c) The replacement of any equipment without the sanction of the RC.
- (d) Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- (e) Moving equipment from its normal stowage position except when being used.

- (f) Boarding a boat without prior permission.
- (g) Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- (h) Hauling out a boat or cleaning surfaces below the waterline.
- (i) Attaching lines to the fabric of spinnakers.
- (j) Perforating sails, even to attach tell tales.
- (k) Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- (l) Adjusting or altering the tension of standing rigging, excluding the backstay.
- (m) Using a winch to adjust the mainsheet, backstay or vang.
- (n) Omitting any headsail car or turning block before sheeting onto a winch.
- (o) The use of electronic instruments other than compass and watches.
- (p) Using the spinnaker pole to wing out the foresail.
- (q) Marking directly on the hull or deck with permanent ink.
- (r) 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, traveler and vang.
- (s) 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.
- (t) Attaching the spinnaker pole to the standing rigging.
- (u) A breach of SI C 2.1 (r) or (s) 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

3.1 The following are permitted.

Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape of any color except black
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) pencils
- (e) tell-tale material
- (f) watch, timers and handheld compass
- (g) shackles and clevis pins
- (h) Velcro tape
- (i) 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

- 4.1 The following are mandatory:
- (a) 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.
 - (b) Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
- (a) rolling, bagging and placement of the sails as directed;
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day; and
 - (c) releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.
 - (d) Cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

D. EQUIPMENT LIST

The following provided non-fixed items are to be carried on board. Any loss shall be reported on the damage report.

SAILS and SAILING EQUIPMENT

1. Mainsail and set of battens
2. Jib
3. Spinnaker
4. One winch handle
5. One spinnaker pole
6. Two spinnaker sheets
7. One continuous headsail sheet
8. Jib cars
9. Competitor flag set

SAFETY GEAR

1. First aid kit
2. Bucket and sponge
3. Flares (in orange box)
4. Type IV throwable PFD (in starboard compartment)
5. Four adult PFDs (in port compartment)
6. Bilge pump
7. Paddle
8. Tow line (in starboard compartment)
9. Anchor with chain and line (in starboard compartment)
10. VHF Radio (in pocket of spinnaker launching basket)

MOORING LINES and FENDERS

1. Two mooring lines
2. Two fenders (tied together)

E. DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

1. Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14.
2. This document explains how damage will be assessed and gives general guidance on the appropriate penalty.
3. 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 1 hour of work
Level B Damage	Affects the value and/or general appearance of the boat	Boat 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

1. When both boats break RRS 14, they should both receive a points penalty.
2. 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.
3. Deductions from Damage Deposits
 - a. 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.
 - b. 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.