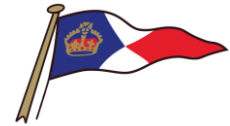




# 2024 Canadian InterCollegiate Sailing Association Match Race National Championship



February 23<sup>rd</sup> through February 25<sup>th</sup>, 2024

## SAILING INSTRUCTIONS

Last Amended February 23, 2024

### 1 RULES

- 1.1 The Event is governed by the rules as detailed in the NoR.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 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.’
- 1.4 When flag AP is displayed on the flagpole on the north side of the main clubhouse, , “1 minute” is replaced by “not less than 30 minutes” in the race signal AP.
- 15 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
- 1.6 When a boat in a match fails to sail the course, she will be disqualified without a hearing and scored zero points 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. This changes RRS 28, 35, 63.1, 90.3(a), A5 and C10.7.

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted before 08:00 on the day it will take effect, except that any change to the schedule of races will be posted by 21:00 on the day before it will take effect.
- 2.2 Changes to an SI may be made on the water. These will be signalled by the display of flag L, with one sound signal from the Race Committee Vessel (‘RCV’). An umpire may communicate these Race Committee changes either verbally or in writing.

### 3 BOATS AND SAILS

- 3.1 Boats will be identified by Sail Number.
- 3.2 If flag R is displayed with or before the warning signal, boats may not use spinnakers for that match.

### 4 SCHEDULE OF RACES

	First Attention Signal	Latest Attention Signal
Friday, Feb 23	1030	
Saturday Feb 24	1000	
Sunday, Feb 25	1000	1600

## 5 COMMUNICATIONS

- 5.1 Further to NoR 9, when on the water, the race committee will communicate on VHF 67 during the event.

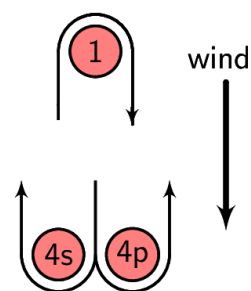
## 6 FLIGHTS AND MATCHES

- 6.1 The match pairing lists are detailed in SI Addendum A.
- 6.2 The flight number will be displayed on a whiteboard from the Race Committee Vessel.
- 6.3 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.

## 7 COURSES

- 7.1 Start – 1 – 4s/4p – 1 – Finish

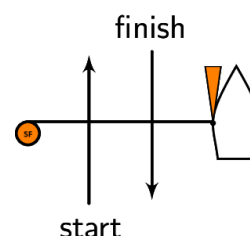
- 7.2 Mark 1 shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.



## 8 MARKS / STARTING AND FINISHING LINE

- 8.1 Mark 1, 4s and 4p will be a green inflatables. Marks 4s or 4p may be replaced with a self propelled green SmartMark. Mark SF is a black and white self propelled SmartMark.

- 8.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of Mark SF at the port-end.



- 8.4 At its discretion, the Race Committee may replace mark SF with an orange inflatable mark.

## 9 CHANGE OF THE NEXT LEG OF THE COURSE

- 9.1 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 **or numerical placard**.

- 9.2 (a) When a change of course is made for the first leg, the signal will be displayed from the Race Committee Vessel 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 the leeward gate (mark 4s/4p).

- 9.3 A leeward gate or finish line mark may be adjusted without signalling a course change and while boats have not completed the first half of the leg. This changes RRS 33.

## **10 OBSTRUCTIONS**

- 10.1 Boats may not enter City of Vancouver swim areas off Jericho Beach, Kitsilano and Spanish Banks. These are designated as an obstruction.
- 10.2 A line 100 yards from the barges working on the RVYC breakwater delimits an obstruction for vessels not entering or leaving the marina using the standard channel. All vessels shall keep clear and minimize wake.  
The umpires may blow two (2) whistle signals without the display of an additional flag to indicate they believe a boat is approaching this area.
- 10.3 A breach of SIs 10.1 and 10.2 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.

## **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 to a position just to leeward of the Race Committee Vessel 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 TIME LIMIT**

- 12.1 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.

## **13 SAFETY REGULATIONS**

- 13.1 A boat that retires from a race shall notify the race committee as soon as possible.
- 13.2 Boats shall keep clear of manoeuvring Ocean Going ships and any tugs with or without a tow.
- (a) The 100 yard area surrounding such a vessel and to either side of its course line extending 1 mile ahead of it, 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 approaching the area that a boat will no longer be keeping clear of these vessels.
- (b) 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.
- 13.3 A breach of SI 13.2 or 13.3 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.

## SI Addendum A – List of Competitors and Pairing List

<b>University</b>	<b>Skipper</b>
Dalhousie University	Cam Bruce
McGill University	Tessa Hason
Queen's University 1	Julian Hill
Queen's University 2	Chris Tang
RNSYS/RVYC	Sullivan Nakatsu
Royal Military College	Ethyn Ho
University of British Columbia 1	Julia Jaynes
University of British Columbia 2	Ashley Ferreira
University of Ottawa	John Gardner
University of Toronto	Richard Rychlik Jr
University of Victoria 1	Alex Heinzemann
University of Victoria 2	Nathan Lemke

The Pairing List including: pairings, boat assignments, and line entry ends will be provided after the boat draw has been held.

It is our intention to provide this list not later than at the Competitors' Meeting Friday Feb 23rd 0830.

## **SI ADDENDUM B – HANDLING of BOATS**

### **1 GENERAL**

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging are permitted.

This changes RRS 62.

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3<sup>rd</sup> 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 permission 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 Boarding a boat without prior permission.
- 2.6 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.
- 2.7 Hauling out a boat or cleaning surfaces below the waterline.
- 2.8 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.9 Adjusting or altering the tension of standing rigging.
- 2.10 Altering the number of mainsheet purchases
- 2.11 Attaching lines to the fabric of spinnakers.
- 2.12 Perforating sails, even to attach tell tales.
- 2.13 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.14 The use of electronic equipment, unless permitted by SI C3.1.
- 2.15 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.
- 2.16 Attaching the spinnaker pole to the standing rigging.
- 2.17 Hiking off halyards, control lines and non-working sheets.
- 2.18 A breach of SI B 2.15, 2.16, 2.17 is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.19 The use of a compass.

### **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 4mm diameter or less)
- d. Non-permanent marking pens or pencil
- e. Tell-tale material
- f. Watches or timers, cell phones and small personal video devices such as GoPro however, the use of any GPS functions on such items is prohibited.
- g. Personal gear
- h. VHF Radio

#### **3.2 Using permitted equipment to:**

- a. Prevent the fouling of lines, sails or 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. Help ensure personal safety

### **4 MANDATORY ITEMS and ACTIONS**

- 4.1 The completion of an evaluation by the Bosun for any damage 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) Rolling, bagging and stowage of sails at the front of the cockpit sole, coiling the lines and stowing the spinnaker sheets in the spinnaker bin.
  - (b) The spinnaker maybe taken ashore for washing and drying.
  - (c) Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.3 At the end of the final day for a particular boat, cleaning the boat (decks and cockpit) 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 C - EQUIPMENT LIST**

The following non-fixed items, to the extent provided by the OA, shall 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 with and battens

Mainsail bag

Jib and battens

Jib bag

Spinnaker

Spinnaker bin

Spinnaker bag

One spinnaker pole

Spinnaker sheets

Jib Sheets

1 Paddle

1 bucket

2 fenders

1 Floating dock line / heaving line

### **FLAGS**

Yellow

Blue

Red

Lima (Breakdown) L Flag

Y Flag

## 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.