

SAILING INSTRUCTIONS
BoatU.S.
SANTA MARIA
Cup
WOMEN'S MATCH RACING CHAMPIONSHIP
June 1 - 5, 2010
Eastport Yacht Club, Annapolis, Maryland, USA



ABBREVIATIONS:

EYC	- Eastport Yacht Club	PC	- protest committee
IJ	- international jury	RC	- race committee
ISAF	- International Sailing Federation	RRS	- Racing Rules of Sailing
NoR	- notice of race	SI	- sailing instructions
OA	- organising authority (EYC)		

1 RULES

1.1 The event will be governed by

- (a) the 'rules' as defined in the RRS, including Appendix C, and
- (b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
- (c) The US SAILING prescriptions to rules 68, 76.1, and added rule 76.3 will apply and are stated in paragraph 20. No other prescriptions of US SAILING will apply.

1.2 An IJ will be appointed in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.

1.3 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

2 ENTRIES AND ELIGIBILITY

2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.

2.2 To remain eligible the entire crew shall complete registration, pay the entry fee of \$US500.00, pay \$US 100 for borrowed boat insurance, make an initial damage deposit of \$US 350, and complete crew weighing, by 1900 on June 1, 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 authorise an original crew member to substitute.

2.7 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located under the deck on the waterside of the EYC clubhouse.

3.2 Signals made ashore will be displayed from the flagpole on the waterside of the EYC clubhouse.

3.3 Skippers shall attend the first briefing, which will be on June 2 at 0800 at EYC, unless excused by the OA. First briefing with the umpires will be directly afterwards.

3.4 A daily morning meeting will start at 0800 each day in the tent at EYC.

3.5 Unless excused by the OA, skippers shall attend a press conference in the tent each day they race, starting approximately 30 minutes after the race committee docks after the last race of the day.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 45 minutes before the start of any race affected and will be signed by RC and IJ representatives.
- 4.2 Amendments to the SI which affect the starting schedule will be posted by 2000 the day before the start of any race affected and will be signed by RC and IJ representatives.
- 4.3 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.4 Amendments made afloat will be signalled 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 (a) The event will be sailed in J/22 type boats.
(b) The sails to be used will be allocated by the RC.
(c) Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.3 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.
- 5.4 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 sail numbers.
- 6.2 The mainsails shall display skippers' names as provided by the OA.
- 6.3 Boats will be allocated and exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER AND WEIGHT

- 7.1 The total number of crew (including the skipper) shall be four (4). All registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 272 kg, determined at the time of registration or such time as required by the OA.

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendix B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 When a knockout series between two skippers has been decided, further matches between these two shall not be sailed.
- 8.3 The racing days are scheduled as Wednesday, June 2 through Saturday, June 5.
- 8.4 The latest time for an attention signal on the last day of racing will be 1730.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 (a) The RC may 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 favour of later stages.
(b) Add RRS C10.3(b): 'When stage 1 is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than five matches in which case the entire round robin shall be disregarded and if necessary, the event shall be declared void.'
- 8.7 The intended time of the first attention signal each day is 0900.
- 8.8 Each subsequent flight will be started as soon as practicable after the last start in the previous flight.
- 8.9 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. No starting sequence flags will be displayed for a blank start.
- 8.10 When, in a knockout series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be on the Severn River, or on the Chesapeake Bay between the Chesapeake Bay Bridge and Thomas Point.

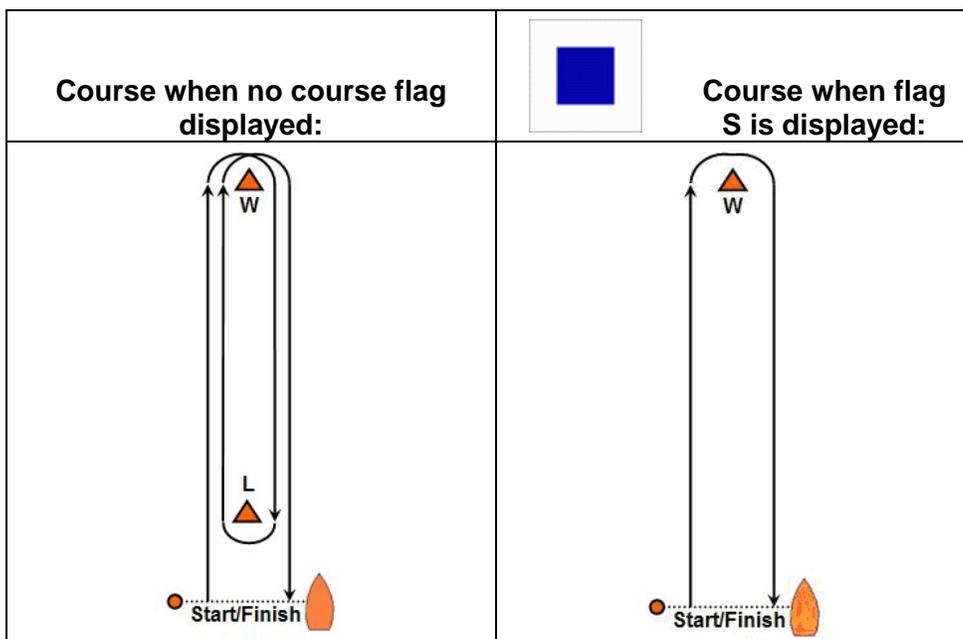


Figure 1, Course Diagrams (not to scale)

10 COURSE

- 10.1 (a) Courses are as shown in Figure 1 above.
 (b) Course signals will be displayed on the RC boat at or before the warning signal. Marks W and L shall be rounded to starboard.

Signal	Course
No	Start - W - L - W - Finish
Signal	
Flag S	Start - W - Finish

(c) Description of Marks

The starting/finishing line mark will be a small orange tetrahedron. Marks W and L will be orange cylinders. When a change of course has been signalled, replacement mark W will be a yellow tetrahedron.

10.2 Starting/Finishing Line

- (a) The starting line will be a straight line between the course side of a starting mark and the staff displaying an orange flag on the RC starting boat.
 (b) The finishing line will be a straight line between the course side of a finishing mark and the staff displaying an orange flag on the RC finishing boat.

10.3 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 only to that match.

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 a green 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 close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall 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 STARTING PROCEDURE

12.1 The current flight number and the match pairings for the flight will be displayed on the bow of the starting RC boat.

12.2 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W. Subsequent changes will revert to the original mark. This changes RRS 33.

13.2 Course changes will be signalled prior to the start or at mark L in accordance with RRS 33, Race Signals, SI 13.3, and SI 13.4.

13.3 Change of Course Signals (changes RRS 33 and Race Signals)

- (a) Flag C: 'The next mark is changed to a yellow mark.'
- (b) Flag C over Flag O: 'The next mark is changed to an orange mark.'
- (c) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

13.4 Signalling vessel

- (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it shall be displayed from an RC boat in the vicinity of mark L.

14 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.

15 COACH BOATS

- (a) Coaches in their own boats must fly identifying flags provided by the OA.
- (b) Coach boats are not permitted to come in physical contact with the J-22s.
- (c) Coach boats must stay clear of the racing area at all times during racing.
- (d) Coaching is permitted between races, but if the coaching interferes with the normal routine of the racing, the team associated with the coach hindering the progress of racing may be penalized in the race closest to the time of hindrance.
- (e) Coaches may not board the sailboats after the sailboats leave the dock until the sailboats have returned to the dock.
- (f) For any breach of this SI, the penalty will be at the discretion of the IJ.

16 MEDIA, IMAGES AND SOUND

- (a) The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- (b) The position of non-racing personnel and equipment will be determined by the RC and may be advised verbally.
- (c) The OA shall have the right to use any images and sound recorded during the event free of charge.
- (d) Crew members (including the skipper) may be required to carry an audio microphone.

17 PRIZES

- (a) Prizes will be awarded to the skipper and crew of boats placing first through third.
- (b) The names of the winning team will be engraved on the perpetual Santa Maria Cup Trophy.
- (c) The Gay Lynn Memorial Trophy will be awarded to the team whose final finish position is better than the most number of teams with higher ISAF rankings at the start of the regatta. If two or more teams are tied, then the award will go to the team with the higher ISAF ranking.
- (d) The Eleanor Ruth Wilcox Trophy will be awarded to the bow person of the winning team.

18 CODE OF CONDUCT

- (a) 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.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) Competitors must keep with them at all times any gear, clothing items, etc. that they wish to have available on the water.
- (d) The penalty for breaking this SI is at the discretion of the IJ 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 the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury, or inconvenience incurred, howsoever caused.

20 APPLICABLE US SAILING PRESCRIPTIONS

20.1 Rule 68 DAMAGES – US SAILING prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US SAILING appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

20.2 Rule 76.1 EXCLUSION OF BOATS OR COMPETITORS – US SAILING prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an

arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

20.3 Rule 76.3 – US SAILING prescribes that a boat whose entry is rejected or cancelled or a competitor who is excluded from a race or series shall be, upon written request, entitled to a hearing, conducted by the protest committee under rules 63.2, 63.3, 63.4, and 63.6.

APPENDIX A - LIST OF ELIGIBLE SKIPPERS

<u>Skipper</u>	<u>Country</u>	<u>ISAF Rank*</u>
Claire Leroy	FRA	2
Anna Tunnicliff	USA	6
Anne-Claire Le Berre	FRA	7
Julie Bossard	FRA	8
Sally Barkow	USA	10
Genny Tulloch	USA	11
Juliana Senfft	BRA	19
Maegan Ruhlman	USA	48
Raquelhora Aimone	BRA	66
Sarah Bury	CAN	67

*AS OF 5/19/2010

APPENDIX B - EVENT FORMAT AND SCHEDULE OF RACES

Pairing lists and boat assignments are part of SI Appendix B and will be distributed prior to the start of the relevant stage.

This format description is included as a non-binding statement of the intentions of the OA prior to the start of racing. In accordance with SI 8, this event format may be modified as time and conditions require. If there is conflict, SI 8 shall prevail over this Appendix.

STAGE 1: 10-TEAM DOUBLE ROUND ROBIN

All ten skippers will sail two round robins with each skipper scheduled to sail each other skipper twice.

The first round robin of stage 1 will be completed before any other stages are attempted.

If the second round robin of stage 1 is not completed by the end of racing on Friday, June 4, then remaining races in the stage will be cancelled, and the skippers placing in the top four will advance to stage 2.

STAGE 2: SEMI-FINAL KNOCKOUT SERIES

(a) The skipper placing 1st in stage 1 shall race against the skipper placing 4th. The skipper placing 2nd shall race the skipper placing 3rd.

(b) The first skipper to score at least 3 points will advance to stage 4. The other skipper will advance to stage 3.

(c) In accordance with SI 8.6(a), the number of points to advance may be reduced. If necessary, stage 2 will be cancelled and skippers placing 1st and 2nd in the previous stage will advance to stage 4, and skippers placing 3rd and 4th will advance to stage 3.

STAGE 3 & 4: FINAL KNOCKOUT SERIES

(a) Stages 3 and 4 will be sailed concurrently.

(b) Stage 3 will be the petit-finals. The first skipper to score at least 2 points shall be the winner and place 3rd in the championship. The other skipper will place 4th.

(c) Stage 4 will be the finals. The first skipper to score at least 3 points shall be the champion. The other skipper will place 2nd.

APPENDIX C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalise 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 flag 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 while racing (including mobile telephones), except to report damage or in response to a request from the RC.

2.13 Adjusting or altering the tension of standing rigging other than the rope line to adjust the backstay.

2.14 Using a winch to adjust the mainsheet, backstay, or vang.

2.15 The use of electronic instruments other than compass and watches.

2.16 Using the spinnaker pole to wing out the foresail.

2.17 Marking directly on the hull or deck with permanent ink.

2.18 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.

2.19 A breach of SI C 2.18 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.

2.20 The use of Duct Tape or Gaffer's Tape for any purpose on the boat.

3 PERMITTED ITEMS AND ACTIONS

The following are permitted.

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape (but not Duct Tape)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) watch, timers and hand held compass
- (g) shackles and clevice 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

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.

3.5 Changing the number of foresail sheets purchases between 1:1 and 2:1.

3.6 Cross winching foresail sheets.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory.

4.1 The completion of a verbal 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.

4.2 At the end of each sailing day:

- (a) rolling or folding and placement of the sails in the boat's cabin.
- (b) 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 (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 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.

APPENDIX D - EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be kept on board at all times (except as noted) 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 with battens
- Spinnaker
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Two spinnaker tweeker lines
- Tiller extension
- Jib cars

SAFETY GEAR

- Four USCG approved personal flotation devices
- Torch
- Foghorn
- First Aid kit
- Bucket and lanyard
- Flares
- Throwable floatation device
- Bilge pump

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES AND FENDERS

- Two mooring lines (shall be left at the dock)
- Two fenders (must be carried aboard while racing)

FLAGS (ATTACHED TO THE BACKSTAY)

- (Boats 7 through 12): Blue and Yellow Flag
- (Boats 13 and 15): Blue Flag
- (Boats 14 and 16): Yellow Flag
- Green Flag
- Red Flag

TO BE KEPT WITH EACH TEAM

- One winch handle
- Flag Y
- Two mainsail banners displaying skipper's name