



**2012 Women's Match Racing  
International Country Olympic Qualifying Regatta  
Key Biscayne Yacht Club  
Key Biscayne, Florida USA  
ISAF Grade 2  
February 1–5, 2012**

**SAILING INSTRUCTIONS**

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – International Jury	NoR – notice of race

**1 RULES**

- 1.1 The event will be governed by
  - (a) the rules as defined in the RRS, including Appendix C.
  - (b) the rules for Handling Boats (SI Attachment C), which also apply to any practice sailing and sponsor races. Elliott 6m Class rules will not apply.
- 1.2 RRS 40 shall be changed as follows: All competitors are required to wear a PFD approved by the US Coast Guard or equivalent national authority at all times while racing. The "Y" flag will not be displayed. This modifies RRS40.
- 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.
- 1.4 Replace C8.6 with the following:

When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose penalties in accordance with the Guidelines (Attachment E) without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee may be more severe than the penalty imposed by the umpires. When the umpires decide a penalty greater than described in SI Attachment E, it is appropriate they act under RRS C8.4.
- 1.5 RRS Appendix C – Match Racing Rules, Paragraph C(c) is added:

When the umpires decide that contact with a submerged cable has significantly affected the outcome of the match, they shall instruct the race committee to abandon the match and the match shall be re sailed.

**2 ENTRIES and ELIGIBILITY**

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Attachment A.
- 2.2 To remain eligible the entire crew shall, upon acceptance, submit registration documents, pay the \$US 2,012 entry fee and deposit \$US 1,000 for damage by the date specified in the letter of acceptance. The

entire crew shall complete registration and crew weighing between 0900 and 1200 on Wednesday, February 1, 2012 at the Key Biscayne Yacht Club, 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 OA.
- 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 along the breezeway leading to the clubhouse.
- 3.2 Signals made ashore will be displayed from the flagpole at Key Biscayne Yacht Club.
- 3.3 Skippers shall attend the first briefing, which will be at 0845 on Thursday, February 2, 2012 at Key Biscayne Yacht Club, unless excused by the OA.
- 3.4 The first meeting with the umpires will immediately follow the first briefing on the patio of Key Biscayne Yacht Club.

### **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SI made ashore will be posted at least 60 minutes before the start of any race affected and will be signed by the RC and the OA representative.
- 4.2 Flag L will be displayed ashore each day until the boats have departed for the race course.
- 4.3 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 Elliott 6m type boats.
  - (b) The sails to be used will be allocated by the OA.
  - (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 The sail combination to be used will be signalled 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	Main, Jib, Spinnaker
Code Flag "R"	No spinnakers
- 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 RC will decide which boats are to be used for each stage. If they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

## **6 IDENTIFICATION and ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by bow number.
- 6.2 The mainsails shall display skipper's names if provided by the OA.
- 6.3 Boats will be allocated by the Organizing Authority for each stage in accordance with a pre-determined draw.
- 6.4 Boats will be 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 three (3), excluding persons placed on board by the RC. All registered crew shall sail all races.
- 7.2 In accordance with the Notice of Race 9.0 the crew, including the skipper, shall total three with a maximum total crew weight of 204kg (450 lbs.) when wearing at least shorts and shirts. In accordance with Notice of Race 4.0, crews shall present themselves for weighing on each racing day between 0730 and 0800.

## **8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and match pairing lists are detailed in SI Attachment B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2
  - (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends shall be determined by a draw. This changes RRS C4.1.
  - (b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
  - (c) Crews will exchange boats after odd matches of each series.
- 8.3 The racing days are scheduled as February 2nd to February 5th, 2012.
- 8.4 The latest time for an attention signal on the last day of racing will be 1500.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6
  - (a) The RC may change the format when conditions allow. Also, the RC may terminate or eliminate any stage of 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 a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score for the round robin and any resulting ties shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'
- 8.7 The intended time of the first attention signal will be 1000 on Thursday, February 2, and 0900 all other days.
- 8.8 If the OA changes the intended time for the first attention signal for any day, it will be posted on the official notice board before 2030 the previous day.
- 8.9 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.10 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.
- 8.11 When, in a knock out 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 west of Key Biscayne Yacht Club in Biscayne Bay.

## 10 COURSE

### 10.1 (a) Course Configuration (not to scale)

Mark W    o

Mark L    o

Start/Finish Line o----- o

### (b) Course signals and course to be sailed

Course signals will be displayed from the RC boat bow, at or before the warning signal. Marks W and L shall 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 the R/C flag.

The starting/finishing line mark will be an orange tetrahedron.

Mark W will be a yellow tetrahedron.

Mark L will be a yellow tetrahedron.

The replacement mark for Mark W will be an orange tetrahedron or a yellow tetrahedron.

## 10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC boat.
- (b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle

## 10.3 Blank

## 10.4 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 Match warning signals will be numeral pennants.
- 12.2 The next flight number will be displayed on the RC boat transom.
- 12.3 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.
- 13.2 **Change of Course Signals** (amends 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 shall be designated by the appropriate numeral pennant.
- 13.3 **Signalling vessel**
  - (a) When a change of course is made for the first leg, the signal will be displayed from the race committee starting boat 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 shall be displayed from a 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) Coach boats shall conspicuously display identification of the team being coached.
- (b) The OA will provide berths for coach boats.
- (c) Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.

## **16 MEDIA, IMAGES and SOUND**

- 16.1 If required by the OA:
  - (a) Television personnel and equipment (or dummies) if supplied by the OA shall be carried on board while racing.
  - (b) Competitors shall wear microphones if supplied by the OA during racing and be available for interviews when advised by the OA or RC.
  - (c) 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 shall have the right to use any images and sound recorded during the event free of any charge.

## **17 PRIZES**

- (a) The top three teams qualify their MNA for the 2012 Olympic Games in Weymouth, UK.
- (b) The top three crews will be awarded trophies.
- (c) Additional prizes may be awarded.

**18 CODE of CONDUCT**

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions and 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) 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 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.

## SI ATTACHMENT A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK OUT TABLE

<b>Skipper</b>	<b>Country</b>	<b>ISAF Sailor ID</b>	<b>ISAF Rank 11-Jan 2012</b>
Tamara Echegoyen	ESP	ESPTE2	8
Silja Lehtinen	FIN	FINSL2	9
Silke Hahlbrock	GER	GERSH6	20
Renata Decnop	BRA	BRARD24	21
Vesna Dekleva Paoli	SLO	SLOVD1	24
Martina Silva	ARG	ARGMS12	29
Lotte Meldgaard Pedersen	DEN	DENLM1	30
Ru Wang	CHN	CHNRW1	32
Sharon Ferris-Choat	CAN	CANSC15	36

## SI ATTACHMENT B - EVENT FORMAT

### 1 Stage 1 – Single Round Robin – All Competitors

- (a) Skippers will be ranked using the ISAF Match Race Sailing ranking list dated January 11, 2012.
- (b) All skippers will sail a round robin - each skipper sails each other skipper once. Skippers will be paired in accordance with SI Attachment B1.
- (c) This round robin will be completed before any other stage is attempted.
- (d) The six highest scoring skippers shall qualify for the next stage.
- (e) All ties affecting the determination of which skippers qualify for the next stage which cannot be broken by RRS C11.1(a) will be broken by knockout races. The tied competitors will be ranked according to the ISAF rankings in Attachment A. The lowest ranked competitor will race the next highest ranked, and the winner will then race the next highest ranked, etc. until all winners have been determined.

### 2 Stage 2 – Double Round Robin – Six Competitors

- (a) The top six skippers from Stage 1 will sail a double round robin - each skipper sails each other skipper twice. Skippers will be paired in accordance with SI Attachment B1.
- (b) The four highest scoring skippers shall qualify for the next stage.
- (c) All ties affecting the determination of which skippers qualify for the next stage which cannot be broken by RRS C11.1(a) will be broken by knockout races. The tied competitors will be ranked according to the rankings from Stage 1. The lowest ranked competitor will race the next highest ranked, and the winner will then race the next highest ranked, etc. until all winners have been determined.

### 3 Stage 3 - Semi-final Knockout Series

- (a) The skipper finishing first in the qualifying round robins shall select her opponent when requested by the RC to do so. The remaining two skippers shall race each other. The pairings will be shown in SI Attachment B1.
- (b) The first skippers to score at least three points shall proceed to Stage 5. The other Skippers shall proceed to Stage 4.

### 3 Stage 4 – Petit-Final Knockout Series

- (a) Skippers will be paired in accordance with SI Attachment B1.
- (b) The first skipper to score at least three points shall be awarded Third place, the other Fourth place.

### 4 Stage 5 – Final Knockout Series

- (a) Skippers will be paired in accordance with SI Attachment B1.
- (b) The first skipper to score at least three points shall be awarded First place, the other Second place.

## SI ATTACHMENT 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 '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.
- 2.13 Adjusting or altering the tension of standing rigging.
- 2.14 Blank.
- 2.15 Blank.
- 2.16 Blank.
- 2.17 Blank.
- 2.18 Blank.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 Blank.
- 2.23 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 or to rock the boat for propulsion, is prohibited.
- 2.24 Blank.
- 2.25 Blank.
- 2.26 Blank.
- 2.27 A breach of SI C 2.23 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) 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 Fixing a watch or timer to the mast providing that it does not require any repair after removal.

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

The following are mandatory.

- 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.
- 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
- 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 Blank.
- 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.
- 4.8 When towing, the tow line should be attached to the forward pad eye (not the mast). If multiple boats on one tow, the after attachment should run through the small pad eye on the transom and attached to the pad eye just aft of the main sheet track.

#### **SI ATTACHMENT D - EQUIPMENT LIST**

- 1 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  
 Main sheet  
 One continuous spinnaker sheet  
 Twing line  
 Two headsail sheets  
 Tiller extension  
 Jib cars

##### **SAFETY GEAR**

Bucket  
 Sponge

##### **TOW LINE and MOORING LINES**

One tow line  
 One mooring line

## SI ATTACHMENT E – 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 reason 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 hours 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 work but should not normally require more than 3 hours 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 work.

### Point Penalties - to be applied without a hearing (this amends Appendix C8.6);

Level	Round Robin	Knock Outs
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 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 competitors damage deposits. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.