



# SQUADRON ELLIOTT 7s SERIES 2021-22

## 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      |

### GENERAL SAILING INSTRUCTIONS

#### 1. ENTRIES AND ELIGIBILITY

- 1.1. Only skippers invited by the OA will be eligible to enter. All competitors shall be Royal Sydney Yacht Squadron members.
- 1.2. To remain eligible the entire crew shall complete registration, pay any entry fee, accept a deposit of \$1,100 AUD to be held against the skipper's member account for damage and complete crew weighing.
- 1.3. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 1.4. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 1.5. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 1.6. When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

#### 2. COMMUNICATION WITH COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board, located underneath the RSYS Careening Cove Room stairs, no later than 30 minutes prior to boats being released from the RSYS pond area.
- 2.2. Signals made ashore will be displayed from the yard arm of the main flag mast located on the RSYS front lawn.
- 2.3. Flag AP over H displayed ashore means 'boats shall not leave the RSYS pond area but shall wait for further instructions. The attention signal will be made not less than 30 minutes after removal. This changes RRS "race signals".
- 2.4. Skippers shall attend the briefing, which will take place one (1) hour before the first scheduled race, each race day, in the RSYS Youth Room, unless excused by the OA.
- 2.5. On the water, the race committee will use VHF radio channel 77 to advise coaches and support vessels of general matters related to the racing.



### 3. ADMENDMENTS TO SAILING INSTRUCTIONS

- 3.1. Amendments to the SI made ashore will be posted at least 15 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 3.2. 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.
- 3.3. 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.

### 4. BOATS AND SAILS

#### 4.1. Boats

- (a) This event will be sailed in Elliott 7m supplied by the OA. See SI Appendix C.
- (b) The sails to be used will be allocated by the OA.
- (c) Competitors may be requested to exchange sails or swap boats during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

- 4.2. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

| <u>Signal</u> | <u>Sail combination to be used</u> |
|---------------|------------------------------------|
| No Signal     | Main, Jib & Asymmetrical spinnaker |
| Code Flag J   | Main & Jib                         |

- 4.3. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 4.4. The RC 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.
- 4.5. The RC 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.

### 5. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 5.1. Boats will be identified by bow numbers.
- 5.2. Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 5.3. Boats will be exchanged in accordance with the pairing list and race schedule.

### 6. CREW MEMBERS, NUMBER AND WEIGHT

- 6.1. The number of crew (including the skipper) shall be four (4) or five (5). excluding persons placed on board by the RC.
- 6.2. Crew Weighing



- (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350.0 kg, determined at the time of registration or such time as required by the RC.
- (b) Crew weight may be checked during the race day. At any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

## **7. RACING AREA**

The intended racing area will be in the general area between Kirribilli Point and Bradley's Head; however, the RC may decide to relocate at its discretion.

## **8. BREAKDOWN AND TIME FOR REPAIRS**

- 8.1. Before the attention signal of a flight, 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 a position just to leeward of the RC vessel and remain there, unless otherwise directed.
- 8.2. The time allowed for repairs will be at the discretion of the RC.
- 8.3. 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.
- 8.4. 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.

## **9. PRIZES**

- 9.1. The prizes will be awarded at the OA's discretion.
- 9.2. The OA may reduce a prize in the case of a team's misconduct or refusal to comply with any reasonable request, including attendance at official functions.

## **10. COACH AND SUPPORT BOATS**

- 10.1. The OA will not provide berths for coach boats.
- 10.2. Coaches and other support personnel shall stay outside areas where boats are racing from the time of the first warning signal for each flight until the last boat has finished that flight.
- 10.3. Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the OA to the associated skipper or team.

## **11. CODE OF CONDUCT**

- 11.1. 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.



- 11.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.
- 11.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2, C5.3 or C5.3:
  - (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - (b) Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - (c) Abuse of umpires before or after a decision (See also MR Call M4).
- 11.4. Breaches of this SI may also be referred to the PC. Any penalty will be 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.
- 11.5. Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

## **12. SAFETY REGULATIONS**

- 12.1. Boats shall not interfere with the commercial or defence shipping of the port. The attention of competitors is drawn to NSW Maritime Authority regulations regarding the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. NSW Maritime regulations specify: "Priority over Sail – some Commercial Ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels. Do not attempt to cross the path of an approaching ferry displaying this signal".
- 12.2. A breach of this rule may be subject to protest by the RC or the umpires, but not by other boats.
- 12.3. All commercial vessels including ferries shall be considered as an obstruction.

## **13. DISCLAIMER**

- 13.1. All those taking any part in the event do so at their own risk. By entering the event competitors acknowledge this and release the OA, its sponsors and respective officers, employees, volunteers and members from all liability.
- 13.2. The OA draws specific attention to RRS Fundamental Rule 3, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.

## **PART TWO (2) – MATCH RACING SAILING INSTRUCTIONS**



## 14. RULES

- 14.1. The Event will be governed by
- The rules as defined in the RRS, including Appendix C.
  - The rules for Handling Boats (SI Appendix C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
  - Any prescriptions of the national authority that will apply will be posted on the official notice board.
- 14.2. 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.
- 14.3. Add after the first sentence of RRS Appendix A5: 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- 14.4. A boat may not request redress under RRS 62.1(a). The PC may consider giving redress under the rules if it believes that an error has been made. The RC or match umpires may request the PC to consider this. This changes RRS 62.1(a).
- 14.5. Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 14.6. When the umpires proceed under RRS C8.6, they will follow the guidance in Appendix E.
- 14.7. Add RRS C7.2 (g): if one boat has finished and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty. This changes RRS C7.2.
- 14.8. Competitors shall wear personal flotation devices. At all times while afloat, except briefly while changing or adjusting clothing or personal equipment. A breach of this rule is not open to protest by boats but is subject to actions by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

## 15. EVENT FORMAT AND STARTING SCHEDULES

- 15.1. The event format is detailed in SI Appendix A.
- 15.2. The match pairing lists will be provided at the briefing one (1) hour before the scheduled race start for the day. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 15.3. In a knock-out series between two skippers:
- They will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
  - When the series has been decided, further matches between these two will not be sailed.
  - Crews will not exchange boats after odd matches of the series.
  - When, in a knock-out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.



15.4. Racing days and intended time of the first and latest attention signal of each day is as follows:

| Date                 | First Attention Signal | Latest Attention Signal |
|----------------------|------------------------|-------------------------|
| Saturday 24 July     | 0900                   | 1300                    |
| Saturday 4 September | 1400                   | 1800                    |
| Saturday 6 November  | 1400                   | 1800                    |
| Saturday 5 February  | 1400                   | 1800                    |

15.5. The number of flights to be sailed will be determined by the RC.

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

15.7. The number of flights to be sailed will be determined by the RC.

15.8. Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (International Code Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.

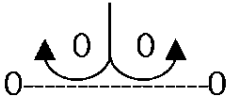
15.9. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. The warning signal for a blank start will be a pink flag and there will be no other signals for the blank start.

## 16. COURSE

16.1. Configurations, Signals and Course to Be Sailed

(a) Configuration (not to scale)

Mark W                      0

Mark L  
Start/Finish 

(b) Signals and Course to Be Sailed

Course signals will be displayed from the RC vessel, at or before the warning signal. Mark W will be laid to windward of the starting line and shall be rounded to starboard.

Mark L will be a gate and shall lay approximately 50m to windward of the starting line. Boats must pass between the marks of a gate from the direction of the previous mark (rule 28.2(c)). The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard

|               |                            |
|---------------|----------------------------|
| <u>Signal</u> | <u>Course</u>              |
| No Signal     | Start – W – L – W – Finish |
| Code Flag S   | Start – W – Finish         |



- (c) Description of Marks  
The RC boat will be a RSYS RIB identified by a Squadron burgee.  
The start/finish line mark will be a white buoy.  
Mark W and Mark L will be orange inflatable buoy.  
The replacement Mark W marks will be a white buoy.
- (d) Starting/Finishing Line  
The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the console of the RC vessel.

#### 16.2. 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 to that match only.
- (c) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters RRS Race Signals.

### 17. STARTING PROCEDURES

- 17.1. The attention signal will be displayed 6 minutes before the first starting signal in each flight.
- 17.2. Match warning signals will be numeral pennants.
- 17.3. The warning signal may be made one minute after the removal of the AP or N unless at that time the race is abandoned again or postponed. This alters RRS Race Signals and C3.2(b) and (c).

### 18. CHANGE OF POSITION OF THE WINDWARD MARK

- 18.1. Changes to the course will be made setting a replacement mark W.
- 18.2. Subsequent changes will revert to the original mark.
- 18.3. Change of Course Signals (changes RRS 33 and Race Signals)
  - (a) The display of Flag C and a coloured flag with repetitive sounds means that the windward mark has been moved. Sail to a mark the same Colour as the flag.
- 18.4. Signalling Vessel
  - (a) When a change of course is made for the first leg, the signal will be displayed from the RC 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 will be displayed from the RC boat.

### 19. TIME LIMIT

- 19.1. 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.



## PART TWO (3) – FLEET RACING SAILING INSTRUCTIONS

### 20. RULES

- 20.1. The event is governed by the rules as defined in The Racing Rules of Sailing (RRS).
- (a) The 'rules' defined in the RRS 2021-2024, and Addendum Q 'Umpired Fleet Racing.'
  - (b) The rules for the Handling of Boats (Appendix C) will apply and will also apply to any practice sailing and sponsor races. Class rules will not apply.
  - (c) The RRS Prescriptions of Australian Sailing Ltd. (AS).
- 20.2. Add to RSS 41 (e): help to recover from the water and return on board a crew member, provided the return on board is at the approx. location of the recovery position. This changes RRS 41 (e).
- 20.3. If there is a conflict between the rules or regulations, other than the RRS, then the Sailing Instructions will prevail. This changes RRS 63.7.
- 20.4. Competitors shall wear personal flotation devices. At all times while afloat, except briefly while changing or adjusting clothing or personal equipment. A breach of this rule is not open to protest by boats but is subject to actions by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### 21. SCHEDULE OF RACES

- 21.1. The event format is detailed in SI Appendix B.
- 21.2. Racing days and intended time of the first and latest attention signal of each day is as follows:

| Date                | First Attention Signal | Latest Attention Signal |
|---------------------|------------------------|-------------------------|
| Saturday 25 June    | 0900                   | 1300                    |
| Saturday 14 August  | 0900                   | 1300                    |
| Saturday 9 October  | 1400                   | 1800                    |
| Saturday 22 January | 1400                   | 1800                    |
| Saturday 12 March   | 1400                   | 1800                    |

- 21.3. To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least one (1) minute before a warning signal is made.

### 22. CLASS FLAG

- 22.1. The OA will inform competitors of what the Elliott 7 Class flag is during the briefing each race day.

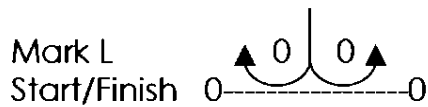
### 23. COURSE

- 23.1. Configurations, Signals and Course to Be Sailed
- (a) Configuration (not to scale)





Mark W 0



- (b) Signals and Course to Be Sailed  
Course signals will be displayed from the RC vessel, at or before the warning signal. Mark W will be laid to windward of the starting line and shall be rounded to port.

Mark L will be a gate and shall lay approximately 50m to windward of the starting line. Boats must pass between the marks of a gate from the direction of the previous mark (rule 28.2(c)). The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to port.

| <u>Signal</u> | <u>Course</u>              |
|---------------|----------------------------|
| No Signal     | Start – W – L – W - Finish |
| Code Flag S   | Start – W - Finish         |

- (c) Description of Marks  
The RC boat will be a RSYS RIB identified by a Squadron burgee.  
The start/finish line mark will be a white buoy.  
Mark W and Mark L will be orange inflatable buoy.  
The replacement Mark W marks will be a white buoy.
- (d) Starting/Finishing Line  
The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the console of the RC vessel.

## 24. PENALTY SYSTEM

- 24.1. RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.
- 24.2. RRS Appendix P applies with the Two-Turns penalty replaced by the One-Turn Penalty.
- 24.3. RRS P2.3 does not apply and RRS P2.2 is changed so that it applies to any penalty after the first one.

## 25. TIME LIMIT AND TARGET TIMES

- 25.1. The Race Target Time, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

| Race Target Time | Race Time Limit | Finishing Window |
|------------------|-----------------|------------------|
| 20 minuets       | 40 minuets      | 5 minuets        |

- 25.2. If no boat has sailed the course and finished within the Finish Time Limit, the race shall be abandoned.



25.3. The Finish Window is the time limit for boats to finish after the first boat sails the course and finishes.

25.4. A boat failing to finish within the Finish Window shall be scored Did Not Finish without a hearing. This changes RRS 35, Appendix A4 and Appendix A5.

## **26. HEARING REQUESTS**

26.1. The Protest Committee will be appointed by the OA.

26.2. The protest time limit is 60 minutes after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later.

26.3. Skippers intending to protest may notify the OA, before the end of Protest Time, and provide the protest information (as specified in RRS 61.2) verbally. This changes RRS 61.3.

26.4. A Hearing Schedule will be posted on the Official Notice Board as soon as possible after a protest has been lodged, but not later than 30 minutes after the end of Protest Time to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located in the RSYS Youth Room, beginning at the time posted. It is the responsibility of each party to ensure their witnesses are available at the time of the hearing.

## **27. SCORING**

27.1. Racing will be scored in accordance with RRS Appendix A.

27.2. There shall be no discards in the qualifying and finals series.



## SI APPENDIX A – MATCH RACING EVENT FORMAT

### 1 STAGE 1 – Double Round Robin

- 1.1 Skippers will be seeded into a round robin based on the WS rankings list 2 days prior to the event.
- 1.2 Each skipper is scheduled to sail against each other twice in a double round robin.
- 1.3 The four highest placed skippers after stage 1 will advance to stage 2.
- 1.4 The remaining skippers will be placed 5<sup>th</sup> – 8<sup>th</sup> in order of where they finished in stage 1.

### 2 STAGE 2 – Semi Finals

- 2.1 The highest placed skipper from stage 1 shall select their opponent. The remaining two skippers shall sail each other.
- 2.2 The highest placed skipper from stage 1 in each match will be assigned the starboard entry for the first match. Skippers will alternate assigned ends for each match thereafter.
- 2.3 The first two skippers who score at least two points shall proceed to stage 4. The others shall proceed to stage 3.

### 3 STAGE 3 – Petit Finals

- 3.1 A knock-out series between the teams placed in 3<sup>rd</sup> and 4<sup>th</sup> after stage 2.
- 3.2 The highest placed skipper from stage 1 will be assigned the starboard entry for the first match. Skippers will alternate assigned ends for each match thereafter.
- 3.3 The first skipper to score at least 2 points shall be awarded 3<sup>rd</sup> place, the other 4<sup>th</sup> place.

### 4 STAGE 4 – Finals

- 4.1 A knock-out series between the teams placed in 1<sup>st</sup> and 2<sup>nd</sup> after stage 2.
- 4.2 The highest placed skipper from stage 1 will be assigned the starboard entry for the first match. Skippers will alternate assigned ends for each match thereafter.
- 4.3 The first skipper to score at least 2 points shall be awarded 1<sup>st</sup> place, the other 2<sup>nd</sup> place.

NB: Stages 3 and 4 will be held concurrently. Stage 3 will be the first match of each flight and stage 4 will be the second match.

## SI APPENDIX B – FLEET RACING EVENT FORMAT

### 1 STAGE 1 – Qualifying Series

- 1.1 Skippers will be randomly seeded into up to two groups for racing.
- 1.2 Each group will complete up to four races.
- 1.3 The four highest placed skippers in each group after stage 1 will advance to stage 2.
- 1.4 The remaining skippers will be placed 5<sup>th</sup> – 8<sup>th</sup> in order of where they finished in stage 1.

### 2 STAGE 2 – Finals Series

- 2.1 Up to three races will be competed in the final's series.
- 2.2 The skippers will be placed 1<sup>st</sup> – 4<sup>th</sup> in order of where they finished in stage 2.



## SI APPENDIX C – HANDLING OF 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 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Cross winching foresail sheets.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging.
- 2.14 Using a winch to adjust the mainsheet or vang.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Attaching lines to the fabric of spinnakers.
- 2.17 Perforating sails, even to attach tell tales.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 The use of electronic equipment, unless permitted by SI C3.1.
- 2.20 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 and 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.
- 2.21 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.



- 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 Removing the bowsprit retrieval line knot from the spinnaker bag
- 2.24 Removal of towline from the bow
- 2.25 Pulling on the spinnaker pole boom holder to facilitate a tack or gybe
- 2.26 A breach of SI C2.21 or 2.22 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 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 (stick on only)
  - (f) handheld compasses, watches, timers and small personal video devices such as GoPro
  - (g) shackles and clevis pins
  - (h) velcro tape
  - (i) spare flags
  - (j) PFD's
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) prevent sails being damaged or falling overboard
  - (c) mark control settings
  - (d) make minor repairs and permitted adjustments
  - (e) make signals as per RRS C6

### **4 MANDATORY ITEMS AND ACTIONS**

- 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. 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 placement of the sails as directed by a member of the OA.
  - (b) Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.3 At the end of each day for each boat competitors must clean the boat and wash down the boat with fresh water, remove all trash, tape and marks, and use the bucket and sponge provided to remove any water from the bilge.



- 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 SI Appendix C 4.2, 4.3 and 4.7 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7 At the conclusion of racing, each team must return the following items:
- (a) Two blue flags
  - (b) Two yellow flags
  - (c) One Y flag
  - (d) One red flag
  - (e) One green flag

#### SI APPENDIX D – Equipment List

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   | Safety Gear, Tools and Other Equipment   |
|---|--|
| <ul style="list-style-type: none"><li>- Mainsail and set of battens</li><li>- Headsail</li><li>- Asymmetrical Spinnakers</li><li>- One winch handle</li><li>- Two spinnaker sheets</li><li>- One headsail sheet</li><li>- Tiller extension</li><li>- Spinnaker Pole</li></ul> | <ul style="list-style-type: none"><li>- One set of match racing flags</li><li>- Tow line</li><li>- Bucket and lanyard with sponge</li><li>- Two paddles</li><li>- Safety Kit (includes torch, knife, flares &amp; first aid kit)</li><li>- Any supplied tools</li><li>- Anchor, chain and line</li><li>- Two fenders</li></ul> |

#### SI APPENDIX E – Equipment List

##### 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<br>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<br>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<br>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                 |
|---------|-------------|---------------------------|
| Level A | None        | None                      |
| Level B | Half point  | Three quarters of a point |
| Level 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