



# The 2011 Santa Maria Cup

An ISAF Grade 1 Women's Match Race

## SAILING INSTRUCTIONS

### Abbreviations:

PC – protest committee

OA – organising authority

RRS – racing rules of sailing

IJ – International Jury

RC – race committee

NA – national authority

SI – sailing instructions

NoR – notice of race

## **1 RULES**

- 1.1 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 apply 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.
- 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.
- 1.4 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.
- 1.5 Delete RRS C8.6 and replace with: 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 a points penalty as described in SI Appendix 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 than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Appendix E is appropriate, they shall act under rule C8.4.
- 1.6 If the first boat in a match has finished and is no longer racing and the second boat owes a penalty, the umpires may make one short sound and remove the corresponding flag. When so signalled, the second boat is no longer required to complete a penalty before finishing. This changes rule C7.4.

## **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 any entry fee, deposit \$US 350.00 for damage and complete crew weighing, all before 1800 on September 27, 2011 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 IJ may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the IJ 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 on the water side of the first floor of the EYC Clubhouse.
- 3.2 Signals made ashore will be displayed from the flag mast on the water side of the EYC Clubhouse.
- 3.3 Skippers shall attend the first briefing, which will be at 0800 Wednesday, September 28 at EYC, unless excused by the OA.



- 3.4 The first meeting with the umpires will be at the first briefing.
- 3.5 A daily morning meeting will start at 0800 each day under the tent at EYC.
- 3.6 Skippers shall attend a press conference in the tent each day they race, starting approximately 30 minutes after the race committee boat 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 the RC and the IJ representatives
- 4.2 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.
- 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 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 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:
 

<b>Signal</b>	<b>Sail Combination to be used</b>
No Signal	Main, Jib, and Spinnaker
Flag V	Main, Jib
- 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 and when 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 sail number.
- 6.2 The mainsails shall display skipper's names as provided by the OA.
- 6.3 Boats will be allocated by the OA for the 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 4, excluding persons placed on board by the RC. 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 RC.

**8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format is 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 In a knock-out series between two skippers:
  - (a) 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.
  - (b) when the series has been decided, further matches between these two will not be sailed.
  - (c) crews will exchange boats after odd matches of the series.
- 8.3 The racing days are scheduled as Wednesday, September 28 to Saturday, October 1, 2011.
- 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 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 each day is 0900
- 8.8 Each subsequent flight will be started as soon as practicable after 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 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.

## 9 RACING AREA

The racing area will be in the Chesapeake Bay off the mouth of the Severn River or in the Severn River.

## 10 COURSE

- 10.1 (a) **Course Configuration** (not to scale)

Mark W            o

Mark L            o

Start/Finish Line    o----- RC

- (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 a standard blue RC Flag, which will be removed before any attention signal is made.

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

Mark W will be an orange cylinder.

Mark L will be an orange cylinder.

The replacement marks will be 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 a pole flying an orange flag on the RC boat.

## 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 to that match only.

## 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 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 STARTING PROCEDURE

- 12.1 Match warning signals will be a numeral pennant of the match number.
- 12.2 The next flight number will be displayed on the bow of the RC boat.
- 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 Subsequent changes will revert to the original mark.
- 13.2 **Change of Course Signals** (amends RRS 33 and Race Signals)
- (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.



### 13.3 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 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 not 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 IJ/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) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones 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 have the right to use any images and sound recorded during the event free of any charge.

### 17 PRIZES

Prizes shall be awarded to the teams finishing 1st through 3rd place.

### 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) 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 or C5.3:
  - Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also Call MR13).
- (d) Breaches of this SI may also be referred to the PC/IJ. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

### 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 APPENDIX A - LIST OF ELIGIBLE SKIPPERS

Skipper	Country	ISAF Sailor ID	ISAF Rank*
Anna Tunnicliffe	USA	USAAT1	6
Silja Lehtinen	FIN	FINSL2	11
Julie Bossard	FRA	FRAJB7	12
Maegan Ruhlman	USA	USAMR49	25
Martina Silva	ARG	ARGMS12	35
Becca Dellenbaugh	USA	USABD21	53
Elizabeth Baylis	USA	USAEB4	95
Sharon Ferris-Choat	CAN	CANSC15	N/R

\*Rankings as of May 18, 2011



# SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

## EVENT FORMAT

### 1. First Stage – Round Robins

- (a) All eight skippers will sail a double round robin with each skipper scheduled to sail each other skipper twice.
- (b) All skippers will advance to the Second Stage.

### 2. Second Stage – Quarter-Final Knockout Series

- (a) The pairings will be:
  - (i) Quarter-Final 1: 5th place vs 4th place,
  - (ii) Quarter-Final 2: 6th place vs 3rd place,
  - (iii) Quarter-Final 3: 7th place vs 2nd place,
  - (iv) Quarter-Final 4: 8th place vs 1st place,
- (b) The first skipper to score at least 3 points will advance to the Third Stage (Semi-Finals). The other skipper will advance to the Fourth Stage (5-8th Sail Offs).
- (c) In accordance with SI 8.6(a), the number of points to advance may be reduced. If necessary, the Second Stage will be cancelled and skippers placing 1st through 4th in the First Stage will advance to the Third Stage (Semi-Finals) and the Fourth Stage will be cancelled.

### 3. Third Stage – Semi-Final Knockout Series

- (a) The Third Stage and Fourth Stage shall be sailed concurrently.
- (b) If the Second Stage is completed, the pairings will be:
  - (i) Semi-Final 1: Winner of Quarter-Final 1 vs Winner of Quarter-Final 4,
  - (ii) Semi-Final 2: Winner of Quarter-Final 2 vs Winner of Quarter-Final 3.
- (c) If the Second Stage is cancelled, the pairings will be:
  - (i) Semi-Final 1: 4th in First Stage vs 1st in First Stage,
  - (ii) Semi-Final 2: 3rd in First Stage vs 2nd in First Stage.
- (d) The first skipper to score at least 3 points will advance to the Sixth Stage (Finals). The other skipper will advance to the Fifth Stage (Petit Finals).
- (e) In accordance with SI 8.6(a), the number of points to advance may be reduced. If necessary, the Third Stage will be cancelled and skippers placing 1st and 2nd in the First Stage will advance to the Sixth Stage (Finals), and skippers placing 3rd and 4th will advance to the Fifth Stage (Petit Finals) and the Fourth Stage will be cancelled.

### 4. Fourth Stage - 5-8th Place Sail Offs

- (a) The Third Stage and Fourth Stage shall be sailed concurrently.
- (b) The four teams will sail a knockout series.
- (c) The losers of Stage 2 will be paired the same way as the winners, see 3(b) above.
- (d) The winner of each pair will be the first team to score at least 1 point.
- (e) The two winners will go to the 5 to 6 Sail Off, and the two losers will go to the 7 to 8 Sail Off.
- (f) The winner of each pair will be the first team to score at least 1 point. The results will determine places 5 to 8 in the event.

### 5. Fifth Stage - Petit- Final Knockout Series

- (a) The Fifth Stage and Sixth Stage shall be sailed concurrently.
- (b) Skippers will be paired in accordance with the table provided by the OA. The boat with the higher First Stage
- (c) The first skipper to score two (2) points will be awarded third place, the other fourth place.

### 6. Sixth Stage - Final Knockout Series

- (a) The Fifth Stage and Sixth Stage shall be sailed concurrently.
- (b) Skippers will be paired in accordance with the table provided by the OA.
- (c) The first skipper to score at least three (3) points will be the champion. The other skipper will be awarded second place.



## SI 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 '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, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 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.
- 2.23 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 is prohibited.
- 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.
- 2.28 Use of any tape that leaves a residue/ use of duct tape

### 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 clevis pins
  - (h) velcro tape
  - (i) bosun's chair
  - (j) spare flags
  - (k) PFD's when not supplied by the OA
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix C6



- (g) personal safety
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.

#### 4 MANDATORY ITEMS and ACTIONS

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.

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) 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
  - (c) releasing backstay tension
- 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.
- 4.7 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.



## SI APPENDIX 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

Jib

Spinnaker

One winch handle

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Tiller extension

Jib cars

### **SAFETY GEAR**

Life jackets for each crew member

Bucket and lanyard

### **GROUND TACKLE**

Anchor and chain

Anchor line

### **MOORING LINES and FENDERS**

Two mooring lines

Two fenders



## SI APPENDIX 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 reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	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
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	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 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.