



DMTRA Winter Series Match racing 2019-2020

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 Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply
 - (c) The prescriptions of the national authority (will be published on the notice board).
- 1.2 The right of appeal will be denied in accordance with RRS 70.5 (a).
- 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 Add after the first sentence of 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.'
- 1.5 Delete RRS C6.3 and replace with: A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The race committee or match umpires may request the protest committee to consider this. This changes rules 60.1(b) and 62.1(a). A boat intending to request redress under 62.1(b) or (c) because of circumstances that arise until she is no longer racing 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.
- 1.6 Add to RRS C7.2-(h) If one boat has finished a match and the other boat has a penalty outstanding, the umpires may signal under rule C5.5 that the penalty is completed.
- 1.7 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit € 500,- for damage, all on the event date between 0900 and 09:30 hrs 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 at the ISC Medemblik.

3.2 Signals made ashore will be displayed from the flagpole located at the harbour of the ISC Medemblik

3.3 Skippers shall attend the first briefing, which will be on Saturday at 09:30 hrs at the ISC Medemblik, unless excused by the OA.

3.4 The first meeting with the umpires will be immediately on completion of the first briefing at the ISC Medemblik.

4 AMENDMENTS TO SAILING INSTRUCTIONS

4.1 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 Chief Umpire.

4.2 Amendments made afloat will be communicated by the umpires either verbally or in writing.

5 BOATS and SAILS

5.1 Boats

(a) the event will be sailed in Elliott 6M type boats.

(b) the sails to be used will be allocated by the RC.

5.2 If flag V is signalled from the RC boat with or before the attention signal no spinnaker shall be used.

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.

5.5 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 bow numbers.

6.2 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.

6.3 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 or four. All registered crew shall sail all races.

7.2 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8 EVENT FORMAT and STARTING SCHEDULES

8.1 The event format and match pairing lists are detailed in SI Addenda A and B.

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 latest time for an attention signal on the day of the event will be approximately 1700 hrs.
- 8.4 The number of matches to be sailed each day will be determined by the RC.
- 8.5 The RC may change the format, 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.
- 8.6 The intended time of the first attention signal on the day of the event is 10:00 hrs
- 8.7 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.8 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.
- 8.9 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.

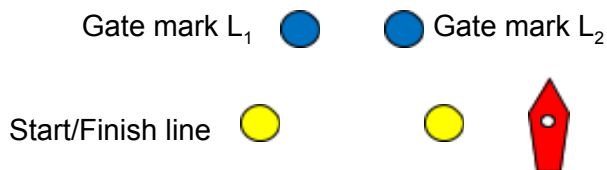
9 RACING AREA

- 9.1 The racing area will be indicated during the first briefing of the day

10 COURSE

- 10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)



- (b) Signals and Course to be Sailed
Course signals will be displayed from the RC boat bow, at or before the warning signal.
Mark W shall be rounded to starboard.
If only one leeward mark (L_1 or L_2) is laid, boats shall round this mark to starboard.

Signal Course

No Signal Start - W - L_1/L_2 - W - Finish



S Start - W - Finish

(a) Description of Marks.

The starting/finishing line marks will be two yellow cylinders.

Mark W will be a blue cylindrical buoy.

Marks L₁ and L₂ will be a white cylindrical buoys



10.3 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of two starting/finishing line marks.
- (b) The RC boat will be identified by the DMTRA flag. 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. While racing, a boat shall not touch the RC 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 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 flag L to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to 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 The next flight number will be displayed on the RC boat on a blackboard
- 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 MARKS

- 13.1 There will be no changes of course after the start of the first match of a flight except that minor changes to the position of the marks may be made without signalling and that a mark may be laid any time until the first boat of a match rounds the previous mark or, for the first windward mark, starts.

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

No coach boats will be permitted.

16 MEDIA, IMAGES and SOUND

- 16.1 If required by the OA, media equipment (or dummies) supplied by the OA shall be carried on board while 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

- 17.1 Only the winning team will receive a price

18 CODE OF CONDUCT

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 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 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).
- 18.4 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 or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19 DISCLAIMER

- 19.1 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 ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and PAIRING LIST/KNOCK-OUT TABLE

List of eligible Skippers

The list of eligible skippers will be distributed during the daily briefings

Pairing list/Knock-out table

Pairing lists and Knock-out tables will be distributed during the daily briefings.

The colour in the pairing list indicates the colour of the flag to be displayed from the leech of the sail and the corresponding assigned end of the starting line. This changes RRS C.4.1

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

Event Format

All skippers will be placed in two groups (group A and group B) by the OA based on the WS Open Ranking List and the experience of the skipper.

Both group A and group B will use the same format:

1. Stage 1 – Round Robin

- (a) All skippers will be placed in one group. The ranking shall, as far as possible, be based on the WS Open Ranking List
- (b) All skippers will sail one round robin

2. Stage 2 - Finals

- (a) The first skipper to score at least 2 points shall be the winner
- (b) The higher ranked skipper from Stage One will be assigned the starboard entry for the first match



SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

1.1 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 Adjusting lifeline tension.

2.15 Using a reef line as an outhaul.

2.16 Omitting any headsail car or turning block before sheeting.

2.17 The use of electronic instruments other than hand held compasses and watches.

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

2.19 Use of any tape that leaves a residue/ use of duct tape

2.20 Using the spinnaker pole to wing out the foresail.

2.21 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.

2.22 A breach of SI C 2.21 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 associated fixings

(g) hand held compass

(h) shackles and clevis pins

(i) velcro tape



- (j) spare flags
 - (k) PFD's when not supplied by the OA
 - (l) cameras and transmission equipment
- 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) keep track of time
 - (h) take compass bearings
 - (i) attach the items in 3.1(f) to the supplied equipment
 - (j) personal safety
 - (k) record and/or transmit moving or still images
- 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. 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.
- 4.6 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.
- 4.7 Non reporting of damage or loss will be considered as a breach of sportsmanship and will 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 or action under RRS 69



SI ADDENDUM 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

Mainsail and set of battens

headsail

Spinnaker

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Tiller extension

Genoa cars

SAFETY GEAR

Bucket and lanyard

MOORING LINES and FENDERS

Two mooring lines

Two fenders



SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

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

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor’s damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water



SI ADDENDUM F – DAMAGE CHARGES

The charges below apply where it is obvious that damage/loss was caused due to misuse by the user. The definition of the damage is decided by the Bosun in charge of Match support.

DAMAGE	DEFINITION	COST
Hull	Gelcoat nicks	€ 50,00
	Minor damage not requiring lamination	€ 100,00
	Minor damage requiring lamination	€ 250,00
	Major damage	€ 500,00
Sail damage	Rips smaller than 10 cm	€ 25,00
	Rips larger than 10 cm up to 40 cm	€ 50,00
	Rips larger than 40 cm	€ 100,00
	Sail write off	€ 500,00
Winch Handless	Loss	€ 35,00
Flags	Loss	€ 15,00
Sheets	Damage or loss	€ 25,00
Spinnaker pole	End fitting damage (per fitting)	€ 50,00
	Pole break	€ 150,00
Deck Fitting	Damage or loss small items	€ 25,00
	Damage or loss large items	€ 50,00
Hatches	Minor damage	€ 25,00
	Major damage	€ 150,00