

Star & Bar Match Race Regatta 2025 Round 1

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 RRS are changed as follows:
 - (a) When flag 'AP' is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals 'AP'. This changes race signals.
 - (b) 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.'
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.
- 2.2 Changes to a SI may be made on the water. An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

Further to NoR 3, when on the water the race committee intends to monitor and communicate with competitors on VHF radio channel 72.

4 BOATS AND SAILS

- 4.1 Boats will be identified by hull number.
- 4.2 The sail combination to be used will be signalled from the Signal Vessel with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
None	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, No Spinnaker

5 FLIGHTS AND MATCHES

Further to NoR 7:

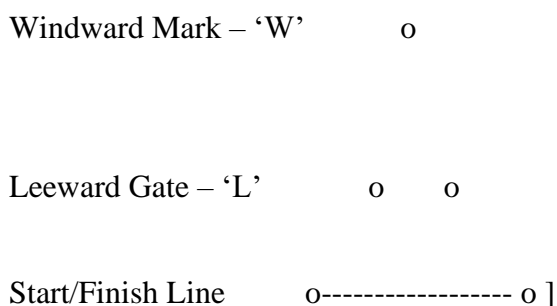
- 5.1 The match pairing lists are detailed in SI Addendum A which will be available at the first briefing on March 29th, 2024 at the SYC.
- 5.2 The next flight number will be said over VHF channel 72 prior to the foxtrot signal for each flight.
- 5.3 The race committee may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a

flight. The race committee, or an umpire on behalf of the race committee, will advise competitors of any such change verbally.

- 5.4 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.

6 COURSES

- 6.1 Configuration (not to scale)



6.2 SIGNAL AND COURSE TO BE SAILED

Course to be sailed will be:

Start-W-L-W-Finish

Mark ‘W’ shall be rounded to starboard.

In the event one gate mark is missing the remaining mark shall be rounded to starboard.

7 MARKS / STARTING AND FINISHING LINE

- 7.1 The start and finish line marks will be primarily pink inflatable easter eggs.

Marks ‘W’ and ‘L’ are green inflatable easter eggs.

- 7.2 When looking up the course, the start and finish line is between a staff displaying an orange flag on the Signal Vessel at the starboard end and the course side of the orange ball at the port-end.

- 7.3 Change marks referenced in 8.1 will be orange balls.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 To change the next leg of the course the race committee will lay a new mark (or move the finishing line). When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

- 8.2 RRS 33 and Race Signals are changed as follows:

(a) Flag ‘C’ means: ‘The windward mark has been changed. Sail to the new mark.’

(b) When a change of course after starting only affects some matches these will be designated by the appropriate numeral pennant.

- 8.3 (a) When a change of course is made for the first leg the signal will be displayed from the Signal Vessel 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'.
- 8.4 A leeward mark or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes RRS 33.

9 OBSTRUCTIONS

This section is unused

10 BREAKDOWN AND TIME FOR REPAIRS

- 10.1 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 hail the race committee on VHF 72 or orally on the Signal Vessel to notify them of a 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 Signal Vessel and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the race committee.
- 10.3 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 10.1.
- 10.4 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.

11 TIME LIMIT

- 11.1 A boat that does not finish within 5 minutes after her opponent has sailed the course and finished will be scored zero points. This changes RRS 35.

12 SAFETY

Competitors shall wear life jackets at all times.

13 RISK STATEMENT

Refer to NoR 14.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS AND PAIRING LIST/KNOCK-OUT TABLE

SI ADDENDUM B – HANDLING OF BOATS

1 [NP] GENERAL

- 1.1 Boats will be required to complete the ‘SYC J-22 Check Out’ form prior to taking a boat from its berth and after returning on the final day.
- 1.2 Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire.

2 [NP] 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 race committee.
- 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 race committee, 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 such as duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Adjusting lifeline tension.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting to a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach telltales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI C3.1.
- 2.21 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.
- 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 A breach of SI B2.15, 2.16, 2.21, or 2.22 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) hand held compasses, watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) 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
- (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 permitted:

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, bilge water 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, 4.3 and 4.5 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM C – 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

Jib

Spinnaker

One winch handle

One spinnaker pole

One Spinnaker Launch Bag

Two spinnaker sheets

Continuous headsail sheet

Tiller extension

Two Jib Cars

Tiller Extension

MainSheet

Two Twing Lines

Foreguy

Tow Line

SAFETY GEAR

Paddle

One Throwable square cushion

Fire extinguisher

6 Life jackets

Safety harness

Bosun's chair

Torch

Foghorn

Boat hook

First Aid kit

Bucket and lanyard

Flares

Life ring

Bilge pump

TOOLS

Any supplied tools

MOORING LINES and FENDERS

Two mooring lines

Two fenders

GALLEY EQUIPMENT

As provided by the organisers

FUEL and WATER

As provided by the organisers

SI ADDENDUM D – 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 three 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 – COURSE LIMITS