



Cleanport Winter Match Race Series 2013/14



Final Act



Izola, 25th – 27th April 2014



ISAF Grade 2 event

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organizing 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 appendix C), which also apply to any practice. Class rules will not apply.
(c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2 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.
- 1.3 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 Addendum 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 Addendum E is appropriate, they shall act under rule C8.4.
- 1.4 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.

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 the entry fee, deposit 500 EUR for damage and complete crew weighing till **09:00 on Friday 25th April 2014**, 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 authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize 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 in front of Regatta office in Hangar Bar.
- 3.2 Signals made ashore will be displayed from Signal mast in front of Regatta office in Hangar Bar.
- 3.3 Skippers shall attend the first briefing, which will be at **09:00 on Friday 25th April 2014** in Hangar Bar unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing **Friday 25th April 2014** in Hangar Bar.
- 3.5 A daily morning meetings will start at **9:00** in Hangar Bar.

4	AMENDMENTS TO SAILING INSTRUCTIONS
4.1	Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC and the PC representatives.
4.2	Amendments made afloat will be signaled by the display of flag 3 rd 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 six J/24 Class 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 signaled from the RC boat with or before the attention signal. The signals shall have the following meanings: Signal Sail Combination to be used No signal jib, mainsail, spinnaker Flag R jib, mainsail, no spinnaker
5.3	Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3 rd 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 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.
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 number of crew, including the skipper, shall be four (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 350 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 and match pairing lists are detailed in SI Appendix A and 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 shall be determined by a draw. This changes RRS C4.1. (b) when a knock-out series between two skippers has been decided, further matches between these two will not be sailed. (c) crews will exchange boats after odd matches of the series
8.3	The racing days are scheduled as Friday 25th April through Sunday 27th April 2014.
8.4	The latest time for an attention signal on the last day of racing will be 16:00.
8.5	The number of matches to be sailed each day will be determined by the RC.
8.6	The RC may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
8.7	The intended time of the first attention signal on Friday 25th April is 11:00, and on Saturday and Sunday 10:00.
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 shall 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 in the bay in front of Izola.

10	COURSE						
10.1	<p>(a) Course Configuration (not to scale)</p> <p style="margin-left: 40px;">Mark W o</p> <p style="margin-left: 40px;">Mark L o</p> <p style="margin-left: 40px;">Start/Finish Line o ----- o</p> <p>(b) Course signals and course to be sailed Course signals will be displayed from the RC boat at or before the warning signal. Marks W and L shall be rounded to starboard.</p> <table style="margin-left: 40px; border: none;"> <tr> <td style="padding-right: 20px;"><u>Signal</u></td> <td><u>Course</u></td> </tr> <tr> <td>No Signal</td> <td>Start - W - L - W - Finish</td> </tr> <tr> <td>S</td> <td>Start - W – Finish</td> </tr> </table> <p>(c) Description of Marks The RC boat will be identified with an orange flag. The starting/finishing line mark will be orange cylindrical buoy. Mark W will be orange pyramid buoy. Mark L will be orange pyramid buoy. The replacement mark W will be green pyramid buoy.</p>	<u>Signal</u>	<u>Course</u>	No Signal	Start - W - L - W - Finish	S	Start - W – Finish
<u>Signal</u>	<u>Course</u>						
No Signal	Start - W - L - W - Finish						
S	Start - W – Finish						
10.2	<p>Starting/Finishing Line The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a staff displaying an orange flag on the RC boat.</p>						
10.3	<p>Abandonment and Shortening</p> <p>(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.'</p> <p>(b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.</p>						
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 green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.						
11.2	The time allowed for repairs shall be at the discretion of the RC.						
11.3	After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.						
11.4	Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.						
12	STARTING PROCEDURE						
12.1	The flight numbers will be displayed on the RC boat on a board.						
12.2	The attention signal will be displayed 7 min 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 which will be a green pyramid buoy .						
13.2	<p>Change of Course Signals (amends RRS 33 and Race Signals)</p> <p>(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.'</p> <p>(b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.</p>						

13.3 Signaling 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 signaled after the first leg it will be displayed from a boat in the vicinity of mark L.
14 TIME LIMIT
14.1 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.
15 SPARE
16 MEDIA, IMAGES and SOUND
16.1 If required by the OA: Television personnel and 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 shall have the right to use any images and sound recorded during the event free of any charge
17 PRIZES
17.1 First, second and third placed crew will be awarded by Cups.
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 M4).
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, the withdrawal of any prize money 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 LISTS

No.:	SKIPPER	Team	ISAF ID	ISAF Ranking
1	Eric Monnin	Swiss Match Race Team	SUIEM1	9
2	Viktor Ogeman	Team Accure	SWEVO1	17
3	Mark Lees	Team Echo	GBRML45	30
4	Dejan Presen	Bohemia Apple Racing	SLODP4	35
5	Lorenz Mueller	Bienne Voile	SUILM1	40
6	Max Trippolt	VM Sails ST	AUTMT4	42
7	Christian Binder	Flatlakers	AUTCB7	76
8	Tom Mallindine	Team Mallindine	GBRTM23	86

PAIRING LIST WILL BE ISSUED AFTER THE DRAW OF BOATS

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT	
B1	<p>FIRST STAGE - Round Robin</p> <p>(a) All skippers will sail a round robin - each skipper sails each other skipper once. (b) The two (2) highest scoring skippers shall qualify directly to third stage. (c) All other skippers shall qualify to second stage <u>Repechage</u>.</p> <p>OR</p> <p>(c) Skippers ranked 3 to 6 shall qualify to second stage <u>Quarter Final</u>. For other two skippers their result will determine final places 7 and 8.</p>
B2	<p>SECOND STAGE - Repechage</p> <p>(a) All qualified skippers will sail a round robin - each skipper sails each other skipper once. (b) The two (2) highest scoring skippers shall qualify to third stage. (c) For other skippers their result will determine final places 5 to 8.</p> <p>OR</p> <p>SECOND STAGE – Quarter Final</p> <p>(a) Qualified skippers will be paired by their place in first stage as follows: 3rd vs 6th, 4th vs 5th (b) The first two skippers to score at least two (2) points shall qualify to third stage. (c) For other two skippers their result will determine final places 5 and 6 according to results in first stage.</p>
B3	<p>THIRD STAGE - Semi-Finals</p> <p>(a) The skipper finishing first in the round robin shall select his opponent for the semifinal, when requested by the RC to do so. The remaining two skippers shall race each other. Boats will be decided by draw. (b) The first skipper to score at least two (2) points shall be the winner of his semi-final.</p>
B4	<p>FOURTH STAGE a) - Petit Finals</p> <p>(a) The second placed skipper in each semi-final shall sail in the petit-final. Boats will be decided by draw. (b) The first skipper to score at least two (2) points in the petit-final shall be awarded the third place, the other fourth place.</p> <p>FOURTH STAGE b) - Finals</p> <p>(a) The first placed skipper in each semi-final shall sail in the final. Boats will be decided by draw. (b) The first skipper to score at least two (2) points in the final shall be the winner, the other shall be awarded the second place.</p>

SI ADDENDUM C - HANDLING BOATS

1 GENERAL
While all reasonable steps are taken to equalize 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 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet or backstay.
- 2.14 Adjusting lifeline tension.
- 2.15 Using a reef line as an outhaul.
- 2.16 Cross winching foresail sheets.
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 The use of electronic instruments other than compass and watches.
- 2.19 Marking directly on the hull or deck with permanent ink.
- 2.20 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.
- 2.21 Using the spinnaker pole to wing out the foresail.
- 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 C 2.21 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
The following are permitted.

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevice pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) PFD's
- 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 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.
- 4.6 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.

SI ADDENDUM D - EQUIPMENT LIST

- 1 The following non-fixed items**, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Headsail

Spinnaker

Winch handle

Two spinnaker sheets

Two headsail sheets

Tiller extension

Four genoa cars

SAFETY GEAR

Life jackets for each crew member

First Aid kit

Bucket and sponge

MOORING LINES and FENDERS

Two mooring lines

Four 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 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.