



SLOVENIA MATCH RACE Cup



Koper, 16th – 20th June 2010

ISAF Grade 2 event



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
- the 'rules' as defined in the RRS, including Appendix C.
 - the rules for Handling Boats (SI appendix C), which also apply to any practice.
 - any prescriptions of the national authority that will apply shall be posted on the official notice board.

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 800 EUR for damage and complete crew weighing till **09:00 on Thursday 17th June 2010**, 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 PC may authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the PC 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 Taverna.
- 3.2 Signals made ashore will be displayed from Signal mast in front of Regatta office in Taverna.
- 3.3 Skippers shall attend the first briefing, which will be at **9:00 on Thursday 17th June 2010** in Taverna, unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing **on Thursday 17th June 2010** in Taverna.
- 3.5 A daily morning meetings will start at **9:00** in Taverna.
- 3.6 Skippers shall attend a press conference in Taverna each day they race, starting approximately 30 minutes 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 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 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1
- The event will be sailed in six The One type boats.
 - The sails to be used will be allocated by the RC.
 - 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: <table border="0"> <tr> <td><u>Signal</u></td> <td><u>Sail Combination to be used</u></td> </tr> <tr> <td>No signal</td> <td>jib, mainsail, gennaker</td> </tr> <tr> <td>Flag O</td> <td>jib, mainsail on first reef, gennaker</td> </tr> <tr> <td>Flag R</td> <td>jib, mainsail on first reef, no gennaker</td> </tr> </table>	<u>Signal</u>	<u>Sail Combination to be used</u>	No signal	jib, mainsail, gennaker	Flag O	jib, mainsail on first reef, gennaker	Flag R	jib, mainsail on first reef, no gennaker
<u>Signal</u>	<u>Sail Combination to be used</u>								
No signal	jib, mainsail, gennaker								
Flag O	jib, mainsail on first reef, gennaker								
Flag R	jib, mainsail on first reef, no gennaker								
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 five (5), 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 437,5 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	(a) In a knock-out series between two skippers, they shall 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 shall not be sailed. (c) Crews will exchange boats after odd matches of each series								
8.3	The racing days are scheduled as Thursday 17th June 2010 through Sunday 20th June 2010.								
8.4	The latest time for an attention signal on the last day of racing will be 18:30.								
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 favor of later stages. (b) Add RRS C10.3 (b): 'When a single round robin is terminated before completion, the highest score 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 on each day is 10:00 , except on Thursday 17th June 2010 , when the intended time of the first attention signal is 11:00.								
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 Koper.								

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-collapse: collapse;"> <tr> <td style="border-bottom: 1px solid black; padding-right: 10px;"><u>Signal</u></td> <td style="border-bottom: 1px solid black; padding-right: 10px;"><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 with white band. Mark W will be orange pyramid buoys. Mark L will be orange cylindrical buoys. 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 attention signal will be displayed 7 min before the first starting signal in each flight. This changes RRS C3.1						
12.2	The flight numbers will be displayed on the RC boat on a board.						
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 shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signaled after the first leg it shall 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

- (a) First, second and third placed crew will be awarded by Cups.
- (b) There will be practical awards for places four to ten.

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 penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event, or the withholding of deposits.

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 APPENDIX A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS

No.:	SKIPPER	Country	ISAF ID	ISAF Ranking
1	Eugeniy NEUGODNIKOV	RUS	RUSEN2	11
2	Pierre – Antoine MORVAN	FRA	FRAPM6	14
3	Ian AINSLIE	RSA	RSAIA1	15
4	Philip ROBERTSON	NZL	NZLPR3	26
5	Simone FERRARESE	ITA	ITASF2	30
6	Michele PERRIS	MON	MONMP1	37
7	Roberto FERRARESE	ITA	ITARF1	65
8	Ratko Štibrčić	CRO	CRORS4	245
9	Vesna DEKLEVA PAOLI	SLO	SLOVD1	250
10	Gašper VINČEC	SLO	SLOGV1	1234

PAIRING LIST WILL BE ISSUED AFTER THE DRAW OF BOATS

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT	
1	First Stage - Round Robin (a) All skippers will sail a round robin - each skipper sails each other skipper once. (b) The six highest scored skippers shall qualify for the next stage. (c) The skippers positioned on places from seven to ten will sail the matches to determine their final position simultaneously with semi-finals.
2	Second Stage – Round Robin 2 (a) Each qualified skipper from first stage will sail a second round robin – each skipper sails each other skipper once. The points of RR 1 between qualified skippers, added to the points of second RR 2, give the Final RR scoring. (b) The four highest scored skippers in Final RR will qualify for the semi finals. (c) For the skipper placed fifth and sixth in Final RR the places are final.
3	Third Stage – Semi Finals (a) The skipper finishing first after Final RR shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other. Skippers will draw boats and entry sides. (b) The first skipper to score at least three points shall proceed to the next stage.
4	Fourth Stage - Finals (a) Skippers will draw boats and entry sides. (b) The first skipper to score at least three points shall be the winner. The other shall be awarded the second place
5	Third/Fourth Place Final (a) Skippers will draw boats and entry sides (b) The first skipper to score two points shall be awarded third place, the other fourth place.
6	Places seven to ten (a) The skippers positioned on places from seven to ten after RR 1 will be paired to sail matches to determine their final position. Those placed seventh and eight in RR 1 will sail for places seven and eight, those places ninth and tenth for places nine and ten. Skippers will draw boats and entry sides. (b) The first skipper to score two points shall be awarded higher place, the other lower place. (c) The stage will shall be sailed simultaneously with the semi-finals.

SI APPENDIX 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 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 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 2.23 Extending the bowsprit before getting on the new leg of the course, after entering the two-length zone of a rounding mark without a spinnaker set 2.24 A breach of SI C 2.20, 2.21, 2.22 or 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.

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
- 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
- 3.3 **Changing the number of mainsheet purchases.**
- 3.4 The use of the following items to facilitate hiking is permitted, provided they are not modified in any way and any loads imposed does not result in damage:
 - (a) working sheets
 - (b) fixed equipment

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.
- 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 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

Headsail

Gennaker

Two winch handles

Two gennaker sheets

Two headsail sheets

Tiller extension

Two 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