

2018 CARLOS AGUILAR MATCH RACE

Presented by
USVI Department of Tourism

The WIM Series Finale

27 November - 02 December 2018

SAILING INSTRUCTIONS

Abbreviations:

WS – World Sailing

IJ – International Jury

NoR – Notice of Race

RRS – Racing Rules of Sailing

NA – National Authority

OA – Organizing Authority

RC – Race Committee

SI – Sailing Instructions

1. RULES

1.1. The event will be governed by:

- (a) the 'rules' as defined in the RRS, including RRS Appendix C;
- (b) the Rules for Handling Boats (SI Addendum C), which apply to any practice sailing;
- (c) class rules will not apply;

1.2. There are no prescriptions of the National Authority.

1.3. An IJ will be appointed in accordance with RRS Appendix N and the right of appeal is 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. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E

1.6. 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.”

1.7.

Add RRS C7.2(g): 'If one boat has finished and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty.'

1.8. Add to the last sentence of RRS 47.2 – Limitations on Equipment & Crew

Unless that person was placed on board by the OA and they have been retrieved from the water by a support vessel or official vessel.

2. ENTRIES & 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 including to sign the liability form by all crew members, pay the damage deposit and complete crew weighing, on November 26 or November 27 from 1000 until 1600 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 IJ.

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 event headquarters at Yacht Haven Grande.

3.2. Signals made ashore will be displayed at the event headquarters at Yacht Haven Grande.

3.3. Skippers shall attend the first briefing, which will be at 1730 on November 27, 2018 at Yacht Haven Grande, unless excused by the OA.

3.4. The first meeting with the umpires will be immediately following the first briefing.

3.5. A daily morning meeting will start at 0745 on each racing day.

3.6. Skippers shall attend a debrief in the event tent at Yacht Haven Grande 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 30 minutes before the start of any race affected and will be signed by the RC.

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 will communicate the amendment verbally or in writing to competitors.

5. BOATS AND SAILS

- 5.1. The event will be sailed in IC24 type boats.
- 5.2. The sails to be used will be allocated by the RC and include a mainsail, jib and symmetric spinnaker.
- 5.3. Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.4. The sail combination to be used will be mainsail, jib, and spinnaker, unless otherwise signalled from the RC vessel with or before the attention signal. The signals shall have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No Signal	Mainsail, jib and spinnaker
Code Flag Z	Mainsail, jib and NO Spinnaker
- 5.5. An umpire may give other restrictions or instructions to the boats verbally. Flag 3rd Substitute is not required.
- 5.6. 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.
- 5.7. 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 numbers on the mainsails.
- 6.2. If supplied by the OA, mainsails shall display skippers' names.
- 6.3. Boats will be allocated by draw, either daily or for each stage as decided by the OA.
- 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 four (4) or five (5). All registered crew shall sail all races unless excused by the OA.
- 7.2. The maximum total crew weight, determined prior to racing shall be 272 kg, when wearing at least shorts and shirts.
- 7.3. Crew weight may be checked during the regatta. At any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.
- 7.4. When a registered skipper is unable to continue in the event the OA may authorize an original crew member to substitute.
- 7.5. When a registered crew member is unable to continue in the event the OA may authorize a substitute, a temporary substitute or other adjustment.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format is detailed in SI Addendum 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 SI Addendum B or 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; and
 - (c) crews will exchange boats after odd matches of the series, unless otherwise agreed by both skippers.
- 8.3. The racing days are scheduled as from 29 November to 02 December (inclusive) 2018.
- 8.4. The number of matches to be sailed each day will be determined by the RC.
- 8.5. 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.
- 8.6. The intended time of the first attention signal each day is 0900.
- 8.7. If the OA changes the intended time for the first attention signal for any day, it will be posted on the official notice board before 20h30 the previous day.
- 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 RC may advise the competitors verbally through the umpires of its intention to change the starting order. Flag 3rd substitute will be not used.
- 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 Charlotte Amalie harbour, St. Thomas VI.

10 COURSE

10.1 (a) Course Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Line o----- o

(b) Course signals and course to be sailed

Course signals will be displayed from the RC Signal boat bow, at or before the warning signal.

Marks W and L shall be rounded to starboard.

<u>Signal</u>	<u>Course</u>
Numeral 1	Start-W-Finish
No Signal	Start - W - L - W - Finish
Numeral 3	Start - W - L - W - L - W - Finish

(c) **Description of Marks**

The RC Signal boat will be identified by a staff displaying an orange flag.

The starting/finishing line mark will be either a black round inflatable buoy or a white cylindrical buoy with the name "Budget Marine" on it.

Mark L will be an orange inflatable buoy.

Mark W will be an orange round inflatable buoy.

The replacement marks for Mark W will be either a green or white round inflatable buoy as signalled at the start or at Mark L.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing line mark and a staff displaying an orange flag on the RC Signal boat.
- (b) A buoy may be attached to the RC Signal boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC Signal boat at any time. This buoy is part of the RC Signal boat ground tackle.
- (c) One or more buoys may be attached to the RC Signal boat, on the pre-start side. These buoys are part of the RC Signal boat, a mark of the course.

10.3 Course Limits

- (a) The area between the pilings on the north side of Hassel Island is a restricted zone. While racing, no part of a boat's hull shall be inside this zone.
- (b) This zone ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) A breach of this sailing instruction 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.

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 only to that match.

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 Signal 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 RRS C3.1 is changed so that the attention signal will be made 7 minutes before the first start of each flight.
- 12.2 The next flight number will be displayed on the RC boat white board.

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 Change of Course Signals (amends RRS 33 and Race Signals)

- (a) Flag C and a colored flag means: 'The windward mark has been moved. Sail to a mark the same color as the flag.'
- (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, code flag "C" will replace code flag "P" as the Preparatory signal and will be displayed from the RC Signal boat for each match affected. That signal will be followed by a series of repetitive sound signals and the display of a flag indicating the color of Mark W for that match.
- (b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L. In addition to Code flag "C" and a flag indicating the color of the next W mark, the match number will also be displayed if the change does not affect all matches in that flight. In some cases, the RC Signal boat may make the signals from their bow, instead of from a separate 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

Coach boats are not permitted.

16 MEDIA, IMAGES and SOUND

16.1 If required by the OA:

- (a) Media 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 shall have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

17.1 Prizes for first, second, and third place will be determined.

17.2 The following cash prize money will be awarded:

- (a) First place: \$2,400
- (b) Second place: \$1,500
- (c) Third place: 1,200
- (d) Fourth place: \$1,000
- (e) Fifth place: \$900
- (f) Sixth place: \$800
- (g) Seventh place: \$700
- (h) Eighth place: \$500
- (i) Ninth place: \$400
- (j) Tenth place: \$300
- (k) Eleventh place: \$200
- (l) Twelfth place: \$1000

17.3 These prizes have been approved by the national authority and have been notified to WS.

17.4 The International Jury may reduce or remove a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

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 on-going objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also MR Call M4).

18.4 Breaches of this SI may also be referred to the 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.

18.5 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 ADDENDUM A - LIST OF ELIGIBLE SKIPPERS

Skipper Name	Country	Sailor ID	Ranking *
Pauline Courtois	FRA	FRAPC14	1
Johanna Bergqvist	SWE	SWEJB32	2
Anna Östling	SWE	SWEAK1	3
Margot Vennin	FRA	FRAMV15	11
Linnea Floser	SWE	SWELF3	12
Margot Riou	FRA	FRAMR36	14
Renée Groeneveld	NED	NEDRG1	15
Octavia Owen	GBR	GBROO6	16
Helena Nielson	SWE	SWEHN9	21
Sana Mattsson	SWE	SWESM2	22
Janel Zarkowsky	USA	USAJZ20	52
Morgan Wilson	USA	USAMW36	55

***World Sailing Ranking as of 17 October 2018**

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Stage 1 - Round Robin

- (a) A single round robin - each skipper scheduled to sail each other skipper once.
- (b) The 8 highest scoring skippers from the Stage 1 shall qualify for Stage 2.
- (c) The skippers placing 9 through 12 from Stage 1 shall qualify for Stage 2a.

Stage 2 – Quarter-Finals

- (a) The highest placed skipper from Stage 1 shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) In each quarter-final the higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (c) The first four skippers to score at least 3 points shall proceed to Stage 3, the others will be scored in accordance with Stage 1 results.

Stage 2a – Consolation Round Robin

- (a) The skippers placing 9 through 12 from Stage 1 shall sail a single round robin for final placement of places 9 through 12.

Stage 3 - Semi-Finals

- (a) The highest ranked skipper from Stage 1 of the four semi-finalists will be starboard entry in the first match and she shall choose her opponent.
- (b) The remaining two skippers shall sail each other and the higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to Stage 5, the others to Stage 4.

Stage 4 – Petit-Final

- (a) The higher ranked skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

Stage 5 – Final

- (a) The higher ranked skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 3 points shall be awarded 1st place, the other 2nd.

SI ADDENDUM 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 from the OA.
- 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 Hoisting or dropping the spinnaker from the front hatch; they shall be hoisted and dropped from the main hatch only.
- 2.16 Using a reef line as an outhaul.
- 2.17 Blank
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than hand held compass and watches and, with the written permission of the OA, GoPro type devices. Watches may be taped or strapped to the mast.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 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.
- 2.23 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.
- 2.24 A breach of SI C 2.22 or 2.23 are not open to protest by boats but are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.25 Blank
- 2.26 Use of an upper spinnaker ring on the mast.
- 2.27 Use of duct tape or any other tape that leaves a residue when removed.

3 PERMITTED ITEMS and ACTIONS - The following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) adhesive tape (not duct tape nor any tape that leaves a residue)
 - (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 and, with written permission from the OA, GoPro type devices,
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) PFDs.
- 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 RRS 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. If a spinnaker sheet catcher is attached by the OA, it shall not be changed.
- 3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS - The following are mandatory:

- 4.1 Report verbally to the PRO at the end of each day, 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 days.
- When boat swaps are carried out on the water, the report should be made verbally to the PRO 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 and tying the tiller amidships
 - (d) securing the boat properly with fenders and bow, stern, and spring lines
- 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 or 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 4.1, 4.2 and 4.3 will be considered as damage and a charge will be deducted from the damage deposit.

SI APPENDIX 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.

1 SAILS and SAILING EQUIPMENT

- One mainsail and set of battens
- One jib
- One symmetrical spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Two twing lines
- One tiller extension
- Jib cars
- One green flag
- One red flag
- One "Y" flag
- One blue flag
- One yellow flag

2 SAFETY GEAR

- Life jackets for each crew member
- Bucket and lanyard

3 TOOLS

- Any supplied tools

4 GROUND TACKLE

- Anchor and anchor line

SI ADDENDUM E - Match Racing Penalties for Damage resulting from Contact between Boats

Appendix C6.6 and C8.6, as amended in these Sailing Instructions, 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 reason 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 Outs
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.

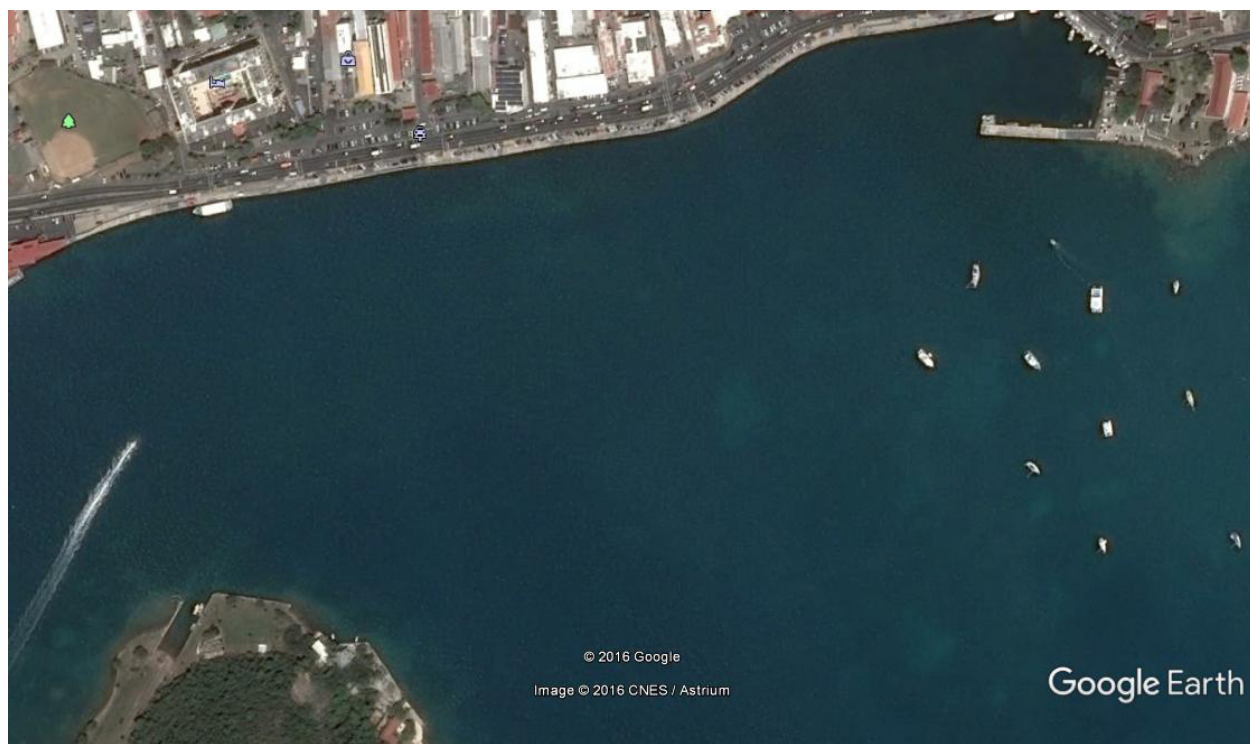
Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitors 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 – INTENDED COURSE AREA

Charlotte Amalie Harbor, St. Thomas, VI



Final Version. 27 November 2018