

**RC 44 MATCH RACING SERIES SAILING INSTRUCTIONS**

**Version 2012-01**

**M1 RULES**

**M1.1 Finish**

**(a) RRS App C 2.1 is changed to:**

A boat finishes when any part of her hull crosses the finishing line in the direction of the course from the last mark after completing any penalties. However, when penalties are cancelled under C7.2(d) after one or both boats have finished each shall be recorded as finished when she crossed the line.

**(b) RRS App C 7.2(d) is changed to:**

A penalized boat shall not be recorded as having finished until she takes her penalty and her hull sails completely to the course side of the line and then finishes, unless the penalty is cancelled before or after she crosses the finishing line.

**(c) RRS App C5.5 is amended by adding at the end of the sentence;**

“, or the first place boat has finished and cleared the line and the penalty on the second place boat is cleared by the Umpires at the time of the first boat finishing.”

**M1.2 First sentence RRS App C 2.7 is changed to:**

When rule 20 applies, the following arm signals by the helmsman or the tactician are required in addition to the hails:

**M1.3 RRS App C 8.6 is deleted and replaced with:  
Contact**

(a) When the umpires observe there is a “hard” contact (defined as hull, spars or rigging against another boat’s hull, spars or rigging), between boats they will, after consultation with at least one other umpire but without a hearing, impose a one point penalty on the penalized boat in the incident. Furthermore they may also impose a minimum of a half point penalty on the other boat.

(b) In addition when there is contact that causes damage, or the match umpires (together with at least one other umpire) decide a boat has broken RRS 14 and damage resulted, the umpires they shall impose a penalty on either one or both boats. In this case the minimum penalty for the penalized boat(s) in the incident is one point.

**M1.3 (c) In RRS 36 “RACES TO BE RESTARTED OR RESAILED”**

after “30.3”, delete and substitute with:  
“.69 or SI M1.3 cause her to be penalized.”

**M1.4 Observers**

Boats may be required to race with onboard observers to give information to the umpires. Observers will not take part in sailing the boat or communicate with the crew while racing.

**M1.5 Man Overboard:**

- (a) If the crew member leaves the boat and is rescued by an official vessel, that vessel shall remain stationary unless other pressing duties prevent it, until the boat returns to collect the crew member.
- (b) If non-racing personnel leave the boat, and is rescued by any other vessel, that person shall not be returned to the boat and the boat shall not be penalized.

**M1.6 Bowsprit Restriction**

- (a) The bowsprit must be pulled in as soon as possible after lowering the gennaker.
- (b) Infringements to SI M1.6(a) and Class Rule C.10.6(a) may be penalized by the umpires, under RRS C8 and RRS C5.
- (c) A boat will not be penalised under SI M1.6(a) and Class rule C10.6(a) except when the boat interferes with another boat while its bowsprit is not fully retracted and it is contributory to umpiring that incident.
- (d) The umpires will not consider the bowsprit for overlaps unless the spinnaker is hoisted above the I point (intersection of forestay and mast).
- (e) Contact with the extended bowsprit would be considered "hard" contact but if the bowsprit has been extended long enough for the keep clear boat to be able to reasonably see it, even if it contravenes the rule, she must keep clear. However under SI M1.6(c) the other boat will be penalized as well.

A breach of SI M1.6 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.

**M1.7 Hiking Restriction**

Infringements to Class Rule C.2.3 may be penalized by the umpires, under RRS C8 and RRS C5. This changes RRS C8.2.

**M1.8 Sails Restrictions**

- a) In addition to RC 44 Class Rules, the full set of sails shall be on board while racing.  
For avoidance of doubt the following sails shall be on board during the Match-Races series: Mainsail; Genoa 1, 2 and 3; one MR gennaker, one Heavy gennaker.
- b) When the RC displays Flag "O" (Oscar) prior to the initial Warning Signal of a flight, boats are prohibited from using a MR gennaker while racing in that flight.
- c) When the RC displays Flag "E" (Echo) prior to the initial Warning Signal of a flight, boats are prohibited from using a "G1" genoa while racing in that flight.
- d) If Flag "Y" is displayed as described in SI M2(a), Flag "E" will not be displayed. However the restriction on the use of "G1" genoas as described in SI M1.8(c) will still be in effect.

**M1.9 Pumping Exception**

- (a) Rule 42.2(a) will not apply as ruled in Class Rule C1.2(a).
- (b) This Sailing Instruction amends Rule 42.3(c).  
Permission from the RC44 Class Association to change this rule will be posted on the official notice board.

**M1.10 Protests and Redress**

- (a) RRS C6, the heading is deleted and replaced with;  
**"PROTESTS BY BOATS."**
- (b) RRS C 6.1(b) is deleted and replaced with;

"under RRS 2 or the RC44 Class Rules (except C2.3 & C10.6(a)) only, by clearly displaying a red flag during the race or as soon as possible after she becomes aware of the infringement.

A boat may not protest under any other Rule."

- (c) RRS C6.2 is deleted.
- (d) RRS C6.3 is deleted and replaced with:  
"A boat may not request redress. If the match umpires or RC believe something has occurred that has had a significant effect on the fairness of the race they will report it to the protest committee, who may consider redress. This alters RRS 62."
- (e) RRS C6.4 (b) is deleted and replaced with;  
"A boat protesting under rule C6.1(b) shall, for her protest to be valid, keep her red flag displayed until she has so informed the umpires after finishing or retiring. No written protest is required."

## **M2 SAFETY**

- a) When the wind speed is more than 14 knots RC will display flag Y requiring crews to wear life jackets while afloat.
- b) Boats shall carry on board heaving line ready for immediate use in case of man overboard emergency.

## **M3 SPARE**

## **M4 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located at the Race Office.

## **M5 AMENDMENTS TO SAILING INSTRUCTIONS**

- M5.1 Amendments to the SI and/or MR SI made ashore will be posted not later than the end of the morning daily briefing and will be signed by the RC and the IJ representatives.
- M5.2 In the event that Amendments or Notices are posted, Flag L will be displayed ashore each day until the boats have departed for the race course.
- M5.3 Amendments made afloat will be signaled by the display of flag Alpha ("A") with three sound signals. An umpire may communicate these either verbally or in writing.

## **M6 SIGNALS MADE ASHORE**

- M6.1 Signals made ashore will be displayed on the official mast located in front of the Race Office.
- M6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- M6.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This changes the Part 4 preamble.

## **M7 BOATS**

The event will be sailed in RC 44 type boats.

## **M8 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the RC 44 Class Rules and sailing instructions. On the water, a boat can be instructed by a race committee measurer to proceed immediately to a designated area for inspection.

## **M9 CREW**

- M9.1 All registered crew shall sail all races, including event fleet racing series.
- M9.2 Substitution of competitors will not be allowed without prior written approval of the Race Committee. Boat owner can be substituted during the event.
- M9.3 No ISAF category limitation for the helmsman.

## **M10 EVENT FORMATS AND STARTING SCHEDULES**

- M10.1 The event format and match pairing lists are detailed in SI Appendix A. The matches to be sailed in a flight will be announced on the Fleet Radio channel.
- M10.2 The number of matches to be sailed each day will be determined by the RC.
- M10.3 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.
- M10.4 Each subsequent flight will be started as soon as practicable after the end of the previous flight.
- M10.5 When a match cannot start at its intended time, the RC may alter the order of matches to avoid a blank start for the pair not starting. Starting sequence flags will be displayed accordingly.

### **A) Annual Round**

- M10.6 The Annual Round will be raced in the different Events as provided in the RC 44 Championship Tour 2012 Rules.
- M10.7 The scoring is the total of the points, deduction points included, accumulated in the valid races of the Events nominated by the RC 44 Championship Tour 2012. It is irrespective of different numbers of competitors in each Event and/or different numbers of valid races.
- M10.8 The Annual Round is not a Round Robin or Multiple Round Robin as ruled in Appendix C. Pairing lists for the current Series RR will be issued at the commencement of each Event, and may be changed for that series at the next Event if the number of matches completed in the previous Event, or the number of competitors, affects the fairness of the schedule. The series Round Robins will not be scored as a multiple RR.

### **B) Knockout Series**

- M10.9 When an Event format provides for knockout series only, the pairing list will be based on the official RC 44 ranking after the most recently completed Series RR before the Knockout series.

### **M10.10 RRS App C11.1 is deleted and replaced with: C11.1 Annual Round**

Ties between two or more competitors in the Annual Round shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules C11.1(a) to C11.1(c) shall be reapplied to them. Ties shall be decided in favour of the competitor(s) who

- (a) has the lowest number of completed races;
- (b) placed in order, has the highest score in the last match(es) between the tied competitors;
- (c) has the most points against the competitor placed highest in the Annual Round or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of

each depends upon resolving the other, the following principles shall be used in the rule C11.1(c) procedure:

- (1) the higher-place tie shall be resolved before the lower- place tie, and
- (2) all the competitors in the lower-place tie shall be treated as a single competitor for the purposes of rule C11.1(c).

**M11 SPARE**

**M12 COURSE**

**M12.1 Course Configuration** (not to scale)

Mark W    o

Mark L o    o

Start Line Mark   o----- □-----o Finish Mark

- (a) The first sentence of C4.1 is removed and replaced with the following:  
At the preparatory signal each boat shall be outside the line that is at a 90° angle to the starting line through the starting *mark* at her assigned end. The boat assigned the starboard end shall not cross this line until ten seconds after the preparatory signal, when the RC removes the red and white flag (flag "H") displayed at the preparatory signal.

**M12.2 Course to be Sailed**

Boats shall leave mark W on starboard and shall sail between the gate marks from the direction of the previous mark and round either gate mark. In the event that a leeward gate is not in position, boats shall round the existing leeward mark to starboard.

- The course will be:
1. (code flag 'S' displayed)    Start – W – Finish
  2. (no course flag displayed) Start – W – L – W – Finish"

**M12.6 Starting/Finishing Line**

- (a) The starting line will be a straight line between the course side of a starting mark and a staff displaying an orange flag on the RC boat.
- (b) The finishing line will be a straight line between the course side of a finishing mark and a staff displaying an orange flag on the RC boat. The finishing mark will be on the opposite side of the RC boat compared to the starting mark.
- (c) 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.

**M12.7 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 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.

### **M13 STARTING PROCEDURE**

M13.1 Match warning signals will be numeral pennants.

M13.2 RRS C 3.1 is altered as follows:

(a) The time of Attention signal, flag F displayed, will be given at 4 minutes.

(b) The time of the Warning Signal, numeral pennant displayed, will be given at 3 minutes.

(c) The time of the Preparatory Signal, flag P displayed, will be 2 minutes.

Flag "P" will be lowered 1 minute prior to the Start with no sound signal.

M13.3 In RRS C4.2 delete "two-minute" and substitute with "one-minute".

### **M14 CHANGE OF THE NEXT LEG OF THE COURSE**

M14.1 **Change of Course Signals** (alters RRS 33 and Race Signals)

(a) For a change of position of Mark W, Flag C and a colored flag or board with repetitive sound means: 'The windward mark has been moved. Sail to a mark the same color as the flag or board.'

(b) For a change of position of Mark L or the Finish, Flag C will not be accompanied by a colored flag or board as in SI 14.1(a).

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

M14.2 **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 the mark beginning the changed leg.

### **M15 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.

### **M17 - M18 - M19 - M20 SPARE**

### **M21 SUPPORT BOATS**

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal until all boats have finished or the race committee signals a postponement or abandonment for all the matches.

A breach of this SI is not open to protest by boats but is subject to action by the Race Committee and the IJ.

### **M22 HAUL-OUT RESTRICTIONS**

Boats shall not be hauled out during the regatta except with and according to the terms of prior written permission of the race committee.

### **M23 RADIO COMMUNICATION**

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**M24 MEDIA, IMAGES and SOUND**

- (a) The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- (b) The position of non-racing personnel and equipment will be determined by the Class in co-operation with the RC and may be advised verbally. Non-racing personnel will not take part in sailing the boat while racing and shall stay behind the helmsman during the entire race unless otherwise allowed.
- (c) The OA and the Class shall have the right to use any images and sound recorded during the event free of charge.
- (d) Skipper may be required to carry an audio microphone.

**M25 EVENT HOSPITALITY AND VIP GUESTS**

- (a) In the event that media personnel are not allocated to a boat in accordance with M24(a), the OA and the Class may require other personnel to be carried on board.
- (b) The skipper or owner may request to carry a guest onboard which shall not take part in sailing. Such request shall be made the day before racing with the guest and shall include his/her approximate weight.
- (c) VIP guests will not take part in sailing the boat while racing and shall stay behind the helmsman during the entire race.

**M26 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.
- (c) The penalty for breaking this SI is at the discretion of the IJ and may include exclusion from further participation in the event or RC 44 events.

**M27 DISCLAIMER OF LIABILITY**

- M27.1 Competitors participate in the regatta entirely at their own risk. See RRS 4 Decision to Race.
- M27.2 The owner/competitor is entirely responsible for his own safety, whether afloat or ashore, and nothing, whether in the notice of race or sailing instructions or anywhere else, reduces this responsibility.
- M27.3 It is for the owner/competitor to decide whether the boat is fit to sail in the conditions in which they will find themselves. By launching or going to sea, the owner/competitor confirms that boat is fit for those conditions and the crew is competent to sail and compete in them.
- M27.4 Nothing done by the organizers can reduce the responsibility of the owner/competitor nor will it make the organizers responsible for any loss, damage, death or personal injury, however, it may have occurred, as a result of the owner/competitor taking part in the racing. The organizers encompass everyone helping to run the race and the event, and include the organizing authority, the race committee, the race officer, patrol boats and beach masters.
- M27.5 The provision of patrol boats does not relieve the owner/competitor of her responsibilities.

**M28 INSURANCE**

The boat is required to hold adequate third-party insurance, and it is the owner or owner's representative's sole and inescapable responsibility to ensure that the insurance is in place and is adequate.