



University Match Racing Invitational 23rd-24th March 2024

Sailing Instructions

The following abbreviations apply to these Sailing Instructions:

PC: Protest Committee
NoR: Notice of Race
OA: Organising Authority

RRS: Racing Rules of Sailing
SI: Sailing Instruction
RC: Race Committee
ONB: Online Notice Board

1. RULES

- 1.1 The event will be governed by the 'rules' as defined in the Racing Rules of Sailing (RRS), including Appendix C.
- 1.2 The rules for handling boats (SI Addendum C) shall apply
- 1.3 The bye laws of the National Yacht Club shall apply.
- 1.4 A boat may not request redress under RRS 62.1 (a)
- 1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.6 The Organising Authority is the National Yacht Club and the Irish Match Racing Association with the support of the Irish University Sailing Association.

2. ENTRIES AND ELIGIBILITY

- 2.1 Only teams invited by the OA are eligible for the event
- 2.2 To remain eligible the entire crew shall complete registration, as per the NOR, unless extended by the OA.
- 2.3 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.4 The registered skipper shall helm the boat at all times while racing, except in an emergency. Such an emergency shall be reported to the RC immediately after completion of that race.
- 2.5 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute following a written request.
- 2.6 All team members shall be attending the institution their team is representing at the time of the event or be in their 'year of grace' in line with IUSA rules.
- 2.7 When a registered team member is unable to continue in the event the OA may

- authorise a substitute team member following a written request.
- 2.8 For the duration of the event all competitors and volunteers shall be granted temporary membership of the National Yacht Club.
 - 2.9 All competitors shall hold a World Sailor ID. (WS Sailing ID can be obtained by registering online at <https://www.sailing.org/sailors/world-sailing-profile/> . Skippers shall inform the OA of their WS Sailor ID at registration.
 - 2.10 All competitors shall be members of the Irish Match Racing Association at the time of competition.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1 The Online Notice Board can be found here:
<https://www.irishmatchracingassociation.com/events/universitymatchracing2024>
- 3.2 Notices to competitors may also be posted in a competitor Whatsapp group.
- 3.2 Signals made ashore may be displayed from the Committee Vessel.
- 3.3 Teams shall attend the first briefing with the OA and umpires, which shall be at 0900 on the Saturday morning of the event, unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately after the first briefing. Attendance by skippers is mandatory, unless excused by the OA.

4. CHANGES TO THE SAILING INSTRUCTIONS

- 4.1 Notifications of changes to Sailing Instructions will be posted on the ONB and may also be posted in the event whatsapp group no less than 30 minutes before the start of the race affected.
- 4.2. Changes made afloat will be communicated verbally by the RC and/or Umpires.
The time limit stated in 4.1 does not apply to changes made afloat.
- 4.3 Changes made afloat will be made no less than 5 minutes before the start of the race affected

5. BOATS AND SAILS

- 5.1 The event will be sailed in Elliott 6m, provided by the National Yacht Club.
- 5.2 The sail combination to be used will be signalled from the race committee boat with or before the first signal of a match. The OA and RC may choose to verbally notify competitors of the sail combination to be used at the morning briefing in addition to this.
- 5.3 On the water signals will have the following meanings:
 - a) No Signal - Full main, Jib, Spinnaker
 - b) International Code Flag A - Reefed Main, Jib, Spinnaker
 - c) International Code Flag B - Reefed Main, Jib only (No Spinnaker)
- 5.4 While all reasonable steps will be taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1 Boats shall be identified by sail and/or hull number and/or colour as outlined in the flight sheet.
- 6.2 Boats shall be allocated each day as decided by the OA
- 6.3 Boats shall be exchanged in accordance with the pairing list and race schedule

7. CREW MEMBERS, NUMBER AND WEIGHT.

- 7.1 The total weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed 270kg, determined at the time of registration or such time as required by the RC.
- 7.2 Crew weights 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 will not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.4.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The full race format is outline in Addendum B of these SIs
- 8.2 If there is a series-score tie between two or more skippers, each skipper's race scores shall be listed in order of best to worst, and at the first point(s) where there is a difference the tie shall be broken in favour of the skipper with the best score(s). No excluded scores shall be used. If a tie remains between two or more skippers, they shall be ranked in order of their scores in the last race. Any remaining ties shall be broken by using the tied skippers' scores in the next-to-last race and so on until all ties are broken. These scores shall be used even if some of them are excluded scores
- 8.3 The racing days are as scheduled in the NOR.
- 8.4 The latest time for a warning signal on the last day of racing shall be 1600.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable 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.
- 8.7 Starting Signals will be as in Addendum F of these SI's
- 8.8 The intended first signal is 0953 on both days of the event
- 8.9 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.10 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.
- 8.11 In a knock-out series between two skippers:
 - a) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.

- (c) They will alternate assigned ends for each subsequent match.
- (b) When the series has been decided, further matches between these two will not be sailed.

- 8.12 As soon as is practical following racing, a 30 min debrief will occur at the end of each day with competitors and umpires.
- 8.13 A prize giving will occur as soon as is practical after racing on Sunday.

9. RACE AREA

- 9.1 The racing area will be in the waters of Dun Laoghaire Harbour.
- 9.2 All competitors shall keep out of the way of commercial traffic. The RC may postpone, shorten or abandon a match in order for competitors to keep out of the way of commercial traffic, see RRS 32.1 (d).
- 9.3 Competitors who are not racing, but waiting for a changeover shall wait in a location at the direction of the OA

10. COURSE

- 10.1 Configurations not to scale:

Mark W

0

Mark L

Start/Finish



- 10.2 Course signals will be displayed from the RC boat at or before the warning signal.
- 10.3 The race shall be Start - W - L - W - Finish
- 10.4 In the event the race is shortened, an S flag shall be displayed on the committee boat and shall be Start - W - Finish. See RRS 32.
- 10.5 The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff with an orange flag on the RC boat.
- 10.6 Any areas that are course limits will be discussed at the briefing.
- 10.7 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.'
- 10.8 There will be no changes of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or, for the first windward mark, starts.

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 DNF. This changes RRS 35 and A5.

12. BREAKDOWN AND TIME FOR REPAIRS

- 12.1 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 Flag L 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 a position just to leeward of the RC boat and remain there, unless otherwise directed.
- 12.2 The time allowed for repairs will be at the discretion of the RC.
- 12.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown was notified to the RC as required by SI 11.1.
- 12.4 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.

13. CODE OF CONDUCT

- 13.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, and shall not behave so as to bring the event into disrepute.
- 13.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C.
- 13.3 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 Match Racing Call M4).
- 13.4 Breaches of this SI may also be referred to a PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event or withholding of deposits.
- 13.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

14. RISK STATEMENT

- 14.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:
 - a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.
 - b) They are responsible for the safety of themselves, their crew and any property they may bring, whether afloat or ashore.

- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- d) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities.
- e) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.
- f) It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.
- g) It is their responsibility for ensuring all supplied equipment is carried on board.
- h) That they are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions.

15. FURTHER INFORMATION

15.1 For further information contact the IMRA at hello@irishmatchracingassociation.com

ADDENDUM A - LIST OF INVITED SKIPPERS

UNIVERSITY	SKIPPER
UCD	
UCD	
QUB	
QUB	
TUD	
TUD	
UCC	
TCD	

ADDENDUM B - RACE FORMAT

Stage 1 - Round Robin

- (a) There will be a Round Robin Series consisting of 8 teams.
- (b) Each team is scheduled to sail every other team at least once.
- (c) The top two placed skippers shall progress straight to Stage 4.

Stage 2 - Repechage

- (a) The six remaining skippers will sail round robin where each team will sail every other team once.
- (b) Based on Stage 2 only the top two placed skippers progress to Stage 4.

Stage 3

- (a) The remaining skippers shall sail a round robin to determine 5th, 6th, 7th, 8th place

Stage 4 - Semi Finals

- (a) The skipper finishing first in Stage One shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (b) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (c) A best of 3 series shall occur.

Stage 5 - Petite Finals

- (a) Based on semi final results only, the bottom two placing boats shall sail a best of 3 series to decide 3rd place.
- (b) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match

Stage 6: Finals

- (a) Based on semi final results only the top two placing boats shall sail a best of 5 final.
- (b) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match

ADDENDUM C - HANDLING OF BOATS

1. 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:

- 1.1 Any additions, omissions or alterations to the equipment supplied.
- 1.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 1.3 The replacement of any equipment without the sanction of the RC.
- 1.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 1.5 Moving equipment from its normal stowage position except when being used.
- 1.6 Boarding a boat without prior permission.
- 1.7 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.
- 1.8 Hauling out a boat or cleaning surfaces below the waterline.
- 1.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 1.10 Adjusting or altering the tension of standing rigging.
- 1.11 Using the spinnaker pole to wing out the foresail.
- 1.12 Attaching lines to the fabric of spinnakers.
- 1.13 Perforating sails, even to attach telltales.
- 1.14 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 1.15 The use of electronic equipment, unless permitted by OA.
- 1.16 The use of the spinnaker halyard, non-working spinnaker sheets and the spinnaker twinning lines for hiking is prohibited.
- 1.17 The use of the shrouds (including any inner shrouds) above the lower bottle screw to aid the projection of a crew member outboard is prohibited unless that a crew member holding the shroud is seated on the side deck.
- 1.18 Whilst the spinnaker pole is attached to the mast the pole downhaul must be attached to the pole at all times, save for temporary removal for no more than a few seconds.
- 1.19 The use of the spinnaker pole stowage loop on the boom for controlling the position of the boom is prohibited.
- 1.20 A breach of SI B 1.11, 1.16, 1.17, 1.18 or 1.19 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.

2. Permitted items and actions

- 2.1 Taking on board the following equipment is permitted:
 - (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.
- (g) shackles and clevis pins
- (h) velcro tape
- (i) spare flags

2.2 Using the items in 2.1 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. Mandatory items and actions

- 3.1 The completion of a written damage report before leaving a boat and submitting it to the RC, when 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.
- 3.2 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
- 3.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

ADDENDUM 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.

- | | |
|---------------------|--------------------|
| a) Mainsail | f) Headsail sheet |
| b) Spinnaker sheet | g) Spinnaker pole |
| c) Headsail | h) Main Sheet |
| d) Code Flag Yankee | i) Code Flag Bravo |
| e) Spinnaker | j) Code Flag Lima |

ADDENDUM E - DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats Appendix C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This

amendment explains how damage will be assessed and gives general guidance on the appropriate penalty. When the PC 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	Finals
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 PC 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.

ADDENDUM F - STARTING SIGNALS

The table below sets forth the starting sequence for a 2 match flight.

<i>Time</i>	<i>Visual Signal</i>	<i>Sound Signal</i>	<i>Meaning</i>
12	Attention: Flag F displayed	One	2 minute to warning for match 1
11	F Flag Removed	None	1 Minute to the warning for match 1
10	Flag F removed, Numeral pennant 1 displayed	One	5 minutes to the start of match 1
9	Preparatory Signal Displayed	One	4 minutes to the start of match 1. Pre-start entry time begins
7	Blue and/or Yellow Flag displayed ONLY IF one or both boats does not cross & clear the starting line the first time from course side to pre-start side during pre-start entry period	One- Only if flag is displayed	Pre-start entry time ends; flag is displayed until umpires signal a penalty of for 1 minute, whichever is earlier
6	Preparatory Signal Removed	One	1 minute to the start of match one
5	Start 1: Pennant one removed Warning: Numeral pennant 2	One	Start of Match 1 5 minutes to the start of match 2
4	Preparatory Signal Displayed	One	4 minutes to the start of match 1. Pre-start entry time begins
2	Blue and/or Yellow Flag displayed ONLY IF one or both boats does not cross & clear the starting line the first time from course side to pre-start side during pre-start entry period	One- Only if flag is displayed	Pre-start entry time ends; flag is displayed until umpires signal a penalty of for 1 minute, whichever is earlier
1	Preparatory Signal Removed	One	1 minute to the start of match one
0	Start 2: Pennant 2 removed	One	Start of match 2