



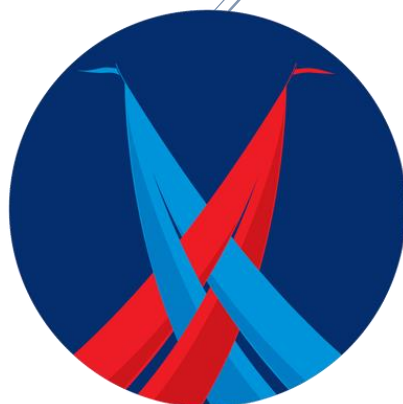
ΝΑΥΤΙΚΟΣ ΟΜΙΛΟΣ ΕΛΛΑΔΟΣ

YCG MATCH RACE – EMRT Stop IV
European Match Race Tour event

Yacht Club of Greece

30 June – 2 July 2023

SAILING INSTRUCTIONS



YCG MATCH RACE – EMRT Stop IV

European Match Race Tour event

SAILING INSTRUCTIONS (SIs)

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 In addition to NoR 1.4, the following RRS are changed as follows:
 - (a) When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 30 minutes’ in Race Signals AP.
 - (b) 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.’
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
- 1.4 Protocols relating to COVID-19 may be published at any time and will state if they have the status of a rule.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted **before 09:00 on the day** it will take effect, except that any **change to the schedule of races will be posted by 20:00 on the day before** it will take effect.
- 2.2 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel (‘RCV’). An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.

4 BOATS AND SAILS

- 4.1 Boats will be identified by colours on the sails.
- 4.2 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
<i>None</i>	<i>Mainsail, Jib, Spinnaker</i>
<i>X</i>	<i>Mainsail, Jib, No Spinnaker</i>
<i>T</i>	<i>Reefed Mainsail, Jib, Spinnaker</i>
<i>W</i>	<i>Reefed Mainsail, Jib, No Spinnaker</i>

5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The eligible skippers are listed in SI Addendum A. The match pairing lists will be given to the competitors during registration as stated in the NoR.
- 5.2 The next flight number will be displayed on the RCV.

8.2 RRS 33 and Race Signals is changed as follows:

(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.'

8.3 (a) When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each mark affected. The preparatory signal will be followed by a series of repetitive sound signals.

(b) When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of mark L.

9 OBSTRUCTIONS

A number of orange buoys may be laid. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course. Flag G will be displayed at or before the attention signal when this SI is in force for a flight. The above lines are designated as obstruction(s). There is no penalty for touching these buoys defining these areas. 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.

A diagram will be posted on the Official Notice Board.

(a) A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

10 BREAKDOWN and TIME FOR REPAIRS

10.1 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 RCV and remain there, unless otherwise directed.

10.2 The time allowed for repairs will be at the discretion of the RC.

10.3 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 10.1.

10.4 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.

11 TIME LIMIT

11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

12 RISK STATEMENT

Refer to NoR 13.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

NAME	NATIONALITY	WS RANKING
DAMIEN MICHELIER	FRA	8
GEORGE TSOULFAS	GRE	176
THEODORE TSOULFAS	GRE	149
ROMYLOS POLITOPOULOS	GRE	309
EMMANOUIL CHATZIGIANNIS	GRE	174

SI ADDENDUM B – HANDLING of BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2 [NP] 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 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Adjusting lifeline tension.
- 2.12 Cross winching foresail sheets.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.15 Using a winch to adjust the mainsheet, backstay or vang.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Attaching lines to the fabric of spinnakers.
- 2.18 Perforating sails, even to attach tell tales.
- 2.19 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.20 The use of electronic equipment, unless permitted by SI 3
- 2.21 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.
- 2.22 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 B 2.16, 2.21 or 2.22 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) hand held compasses, watches, timers and small personal video devices such as GoPro
- (G) shackles and clevis 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
- (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.

3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

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 Leaving the engine gear lever in the reverse position while racing.

4.7 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 C – 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.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Small headsail

Spinnaker

One winch handle

One spinnaker pole

Two spinnaker sheets

One headsail sheet

Mainsail sheet

Tiller extension

Genoa cars

SAFETY GEAR

Bucket and lanyard

Bilge pump

TOOLS

Any supplied tools

MOORING LINES and FENDERS

Two mooring lines

One fender

FUEL and WATER

As provided by the organisers

SI ADDENDUM D – 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 when a points penalty is 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.