



MANHASSET BAY MATCH RACE FOR
THE KNICKERBOCKER CUP
ISAF Grade 2
August 5–9, 2015

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee

OA – organizing authority

RRS – racing rules of sailing

IJ – International Jury

RC – race committee

NA – national authority

SI – sailing instructions

NOR – notice of race

1 RULES

- 1.1 The event will be governed by:
- (a) The ‘rules’ as defined in the RRS, including Appendix C.
 - (b) The rules for the Handling of Boats (SI Addendum C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
 - (c) Any prescriptions of the National Authority that will apply shall be posted on the official notice board.
 - (d) If there is a conflict between a rule in the NOR and one in the SI, the rule in the SI shall prevail over the rule in the NOR. This changes RRS 63.7
- 1.2 An International Jury (IJ) will be appointed in accordance with RRS Appendix N and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3 Persons placed on board by the OA will be weight equalized by fixing weights near the stern. Such persons will not take part in sailing the boat or communicate with the crew while racing. The weight of such persons is not part of the total weight limit for the crew.
- 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 in the approximate location of the recovery.
- 1.5 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty greater than that described in SI Addendum E is appropriate, they shall act under rule C8.4.
- 1.6 Add RRS C 7.4 d: “If the first boat in a match finishes leaving the second boat in the match owing a penalty, the umpires may signal according to C 5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. The second boat may then be scored without the requirement of completing her penalty turn before finishing.”
- 1.7 Change RRS C6.3 to:
- (a) A boat intending to request redress because of circumstances that arise before or after she finishes or retires 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.

(b) A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).

- 1.8 A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg. This changes RRS 33.
- 1.9 When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing. When both of the boats in a match fail to sail the course in accordance with rule 28.1, they shall be scored DNF without a hearing unless they have sailed around the same marks in which case the boats shall be scored as if they had sailed the course in accordance with rule 28.1. This changes rules A5, 28 and 63.1
- 1.10 Rule 31 is changed to read: “while *racing*, neither the crew nor any part of a boat’s hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while racing, a boat shall not touch a race committee vessel that is also a *mark*.”
- 1.11 Delete C2.9 and replace with the following: C2.9 Rule 22.3 is deleted.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers invited by the Organizing Authority (OA) are eligible for the event. See the NOR. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible, the entire crew shall complete registration, pay a non-refundable entry fee of US \$1,100, deposit US \$1,500 for damage and complete crew weigh-in, all by the end of scheduled registration at 1700 Wednesday, August 5 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 in order to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to his/her 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 IJ may authorize an original crew member to substitute.
- 2.7 When a registered crewmember is unable to continue in the event, the IJ may authorize a substitute, temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located on the second floor of the clubhouse.
- 3.2 Signals made ashore will be displayed from the MBYC flagstaff located on the bay side of the property.
- 3.3 Skippers shall attend the first briefing, which will be at 1800 hours, Wednesday, August 5, on the second floor of the clubhouse unless excused by the OA.
- 3.4 The first meeting of the umpires will be at 1630 hours, Wednesday, August 5, in the Trustee Room on the second floor of the clubhouse.
- 3.5 A daily morning skippers meeting will start at 0800 hours and be held on the second floor of the clubhouse.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the Sailing Instructions made ashore will be posted at least 60 minutes before the start of any race affected and will be signed by the RC and the IJ representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore, each day, from the shore flagstaff until the boats have departed for the race course.
- 4.3 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
 - (a) The event will be sailed in Sonar-type boats.
 - (b) The sails to be used will be allocated by the RC.
 - (c) 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.
 - (d) The sails that are on each boat are to stay with the same boat throughout the regatta unless a change is authorized by the RC.
- 5.2 The sail combination to be used will be signalled from the RC boat 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	Main, Jib, and Spinnaker
Code flag Z	No spinnaker

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage; and, when it decides that 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 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 a stern number.
- 6.2 Each skipper shall display his/her name plate as provided by the OA in the mainsail pocket of the boat being sailed by the skipper.
- 6.3 Boats will be drawn each day at the morning meeting or at the beginning of each stage as decided by the RC.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The maximum number of crew (including the skipper) shall be four (4), excluding persons placed on board by the OA. All registered crew shall sail all races.
- 7.2 The maximum average crew weight limit, determined prior to racing, shall be 87.5 kgs, or 192.5 lbs, when wearing at least shorts and shirts. Total crew weight not to exceed 350 kgs. (771 lbs.) 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 Addendum A & 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 the pairing list, the initial assigned ends shall 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.
- (c) crews will exchange boats after odd matches of the series.

8.3 The racing days are scheduled from Thursday, August 6 through Sunday, August 9.

8.4 The latest time for an 'attention' signal on the last day of racing will be 1600 hours.

8.5 The number of matches to be sailed each day will be determined by the RC.

8.6 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.

8.7 The intended time of the first attention signal each day is 0930 hours.

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 move the other starts forward and not do a blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3rd substitute is not required. If the RC does a blank start, 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.

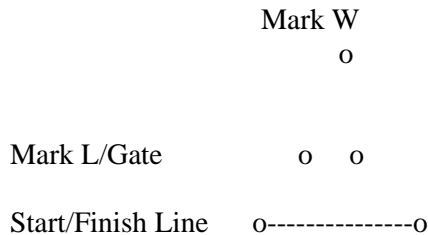
8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire. Flag 3rd substitute is not required.

9 RACING AREA

The racing area will be in Manhasset Bay, Long Island Sound or any other location designated by the Race Committee.

10 COURSE

10.1 (a) **Course Configuration** (not to scale)



(b) **Signals and Course to be sailed**

Course signals will be displayed from the RC Boat at or before the warning signal. Marks W shall be rounded to starboard.

Mark L may be a gate (see RR 28.1 (c)). If Mark L is a single mark, it shall be rounded to starboard.


<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

(c) **Description of Marks**

- (i) The RC Signal Boat will be MBYC's Dottie J.
- (ii) The starting/finishing line mark will be a pink buoy.
- (iii) Mark W will be an orange, red, or green buoy.

- (iv) Mark L and Gate marks will be between yellow buoys

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 code flag 'V' (white field with red X) flag  on the RC boat.
- (b) 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. A boat may not request redress because the anchor line at the buoy is above keel depth. This changes RRS 62.


10.3 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 to that match only.

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 flag L to signal breakdown or damage to the boat, her sails or injury to her crew and to request a delay to the next start. She shall sail as soon as possible to a point that is 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 Match warning signals will be numeral pennants.
- 12.2 The next flight number will be displayed on the RC Boat.
- 12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.4 The preparatory signal will be an orange, green or code flag "U" flag  for the red mark, which will identify the color of Mark W for that Match, with multiple sound signals. This changes RRS C3.1.

12.5 Appendix C3.2(b) is deleted. This changes RRS C3.

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 the Racing signals)
- a) Flag C and a colored flag or board means: 'The windward mark has been moved. Sail to a mark the same color as the flag or board. Code flag "U" will designate the red mark.'
- b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.3 Signaling vessel
When a change of course is signaled after the first leg, it will be displayed from a 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

No coach boats will be permitted.

16 MEDIA, IMAGES and SOUND

The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

17.1 The principal prize for first place will be a plaque with the winners name placed on the Knickerbocker Cup Trophy and a keeper trophy. First, second and third place teams will receive trophies.

17.2 The prize money listing will be posted on the Notice Board. Prize purse is expected to be no greater than \$12,000 and not less than \$10,000, and it shall distribute the prize money in accordance with ISAF regulation 24.2.4.

17.3 Prize money shall be awarded at Sunday Awards Ceremony. Attendance of one representative of each of the top eight crews is mandatory per NOR 4.2 (d).

17.4 Argo Gold Cup

The winner of the Knickerbocker Cup will receive an invitation to 2015 Argo Group Gold Cup at the Royal Bermuda Yacht Club on October 6–11, 2015, a World Match Race Tour (WMRT) event.

17.5 Congressional Cup

The overall winner of the Grand Slam Series (consisting of the 2015 Knickerbocker Cup, the 2015 Oakcliff International, the 2015 Chicago Grand Slam, and the 2015 Detroit Cup) will receive an invitation to 2016 Congressional Cup to be held at Long Beach Yacht. The Grand Slam scoring system will be posted on the notice board.

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 Addendum C and D.

(c) 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 ongoing objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also Call MR4).

(d) Breaches of this SI may also be referred to the IJ. Any penalty will be at the discretion of the IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

(e) Gross breaches of this SI may be referred to the IJ by the OA for action under RRS 69.

(f) This SI applies from the day before the event to the day after the event.

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 & PAIRING LISTS/KNOCKOUT TABLES

Skippers	Country	ISAF Rank
Eric Monnin	SUI	3
Chris Steele <i>36 Below Racing</i>	NZL	8
Matt Jerwood <i>Redline Racing</i>	AUS	12
Sam Gilmour <i>Neptune Racing</i>	AUS	14
Olli-Pekka Lumijarvi	FIN	21
David Storrs <i>Pequot Yacht Club</i>	USA	32
Chris Poole <i>Riptide Racing</i>	USA	34
Christophe Killian <i>Team Killian</i>	USA	80
Charlie Lalumiere	USA	87

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

1 First Stage—Round Robin

- (a) All skippers shall be seeded according to ISAF rankings as of July 22, 2015
- (b) All skippers will sail a round robin.
- (c) The eight highest scoring skippers shall qualify for the second stage.
- (d) Place 9 is determined at this stage.

2 Second Stage—Quarter Final Knockout

- (a) The four highest seeded skippers from the First Stage will chose their opponents, with the highest seeded choosing first and the rest to follow.
- (b) The first skipper to score two or three points, as determined by the OA and/or RC, will advance to the third stage.
- (c) Places 5 through 8 are determined at this stage.

3 Third Stage—Semi-finals

- (a) The highest ranked skipper from the First Stage shall select his opponent when requested by the RC to do so. The remaining two skippers shall race each other.
- (b) The first skipper to score two or three points, as determined by the OA and/or RC, will advance to the fourth stage.
- (c) The other two shall proceed to the fifth stage

4 Fourth Stage—Finals

- (a) Skippers shall be paired in accordance with a table to be handed out.
- (b) The first skipper to score at least three (3) points shall be the winner.
- (c) The other skipper shall be second.

5 Fifth Stage—Petit Finals

- (a) Skippers shall be paired in accordance with a table to be handed out.
- (b) The first skipper to score at least two (2) points shall be awarded third place.
- (c) The other skipper shall be fourth.

SI Addendum C - HANDLING THE BOATS

1. GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. (Amends RRS 62)

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed or authorized by an umpire, the following are prohibited:

- 2.1 Hiking with pelvis and/or legs outside of the toerail.
- 2.2 Any additions, omissions or alterations to the equipment supplied, including the addition of lines, blocks, or other hardware to the boats.
- 2.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.4 The replacement of any equipment without the sanction of the RC.
- 2.5 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.6 Moving equipment from its normal stowage position except when being used.
- 2.7 Boarding a boat without prior permission.
- 2.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.
- 2.9 Hauling out a boat or cleaning surfaces below the waterline.
- 2.10 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 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than compasses and watches.
- 2.16 Using the spinnaker pole to wing out the foresail.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 After the starting signal and while sailing close hauled for more than a few seconds, controlling the main boom position other than by using the mainsheet as it exits the block on the cockpit floor, the traveler, or the vang.
- 2.19 Using the shrouds (including any inner shrouds) above the lower turnbuckle to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
- 2.20 Placing one or more crew members below deck during racing, except to temporarily retrieve or stow equipment or facilitate repairs.

A breach of SI Appendix C 2.1, 2.18, 2.19 or 2.20 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C5.2 or C5.3. 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:
 - basic hand tools
 - adhesive tape other than duct tape (gray tape)
 - line (elastic or otherwise of 4 mm diameter or less)
 - marking pencil/pen
 - paper
 - tell tale material
 - watch, timers and hand-held compass
 - velcro tape
 - bosun's chair
 - spare flags

shackles and clevis/cotter pins
halyard clips

- 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) make notes

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory.

- 4.1 All competitors shall report any damage to the Bosun on the Repair Boat. This can be done verbally but shall be done after finishing and before starting the next race or before changing boats.
- 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 or cleaner as when first boarded that day
 - (c) securing helm
 - (d) securing the boat to its mooring.
- 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 ADDENDUM D - EQUIPMENT LIST

1 The following non-fixed items, to the extent 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

Jib

Spinnaker

Sailbags

Mainsail Cover

One spinnaker pole

Two spinnaker sheets

Two jib sheets

SAFETY GEAR:

Bucket

GROUND TACKLE:

Anchor

Anchor line

MOORING LINE & FENDERS

One mooring line

SI ADDENDUM E – 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 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;

Level	Round Robin	Knock Outs
A	None	None
B	Three quarters of a 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 competitor's damage deposits. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.