



QMTS Training

Twilight Match Racing Series

Sailing Instructions (SI)
Amendment 1

Commences Friday 19 February 2021

Finals - Friday 26 March 2021



rto# 40505



QMTS Training/Yachtshare Twilight Match Racing Series

Abbreviations:

RC – Race Committee

OA – Organising Authority

RRS – Racing Rules of Sailing

PC – Protest Committee

CU – Chief Umpire

NA – National Authority

SI – Sailing Instructions

NOR – Notice of Race

RQYS – Royal Queensland Yacht Squadron

1 RULES

- 1.1 The Event will be governed by:
 - (a) The 'rules' as defined in the RRS 2021 - 2024, including Appendix C.
 - (b) The rules for Handling Boats (SI Addendum C), which also applies to any practice sailing and sponsor races.
 - (c) Class rules will not apply.
- 1.2 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.
- 1.3 Add after the first sentence of Appendix A5: 'When one of the boats in a match fails to sail the course in accordance with RRS 28.1, she shall be scored DNF without a hearing.'
- 1.4 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.
- 1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.6 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.

2 ENTRIES and ELIGIBILITY

- 2.1 The competition is opened to teams of 3 (three), 4 (four) or (5) five persons. Entries will be restricted to the first 10 teams who complete all entry requirements including payment of all fees.
- 2.2 To remain eligible the entire crew shall complete registration, pay an entry fee of \$150.00, pay a damage deposit of \$500.00 before 1200hrs on Thursday 18th February 2020 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 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.
- 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 RQYS on-line notice board no later than 30 minutes prior to boats departing RQYS moorings.
- 3.2 Signals made ashore will be displayed from the yard arm of the main flag mast located on the RQYS front lawn.
- 3.3 Flag AP over H displayed ashore means 'boats shall not leave the RQYS pond area, but shall wait for further instructions'. The attention signal will be made not less than 45 minutes after removal. This changes RRS "race signals".
- 3.4 Skippers shall attend all daily briefings at 1400hrs each Friday of the Regatta in the RQYS Cafe, unless excused by the OA.
- 3.5 The first meeting with the umpires will be held after the first daily briefing.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC and the CU representatives
- 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 may communicate these either verbally or in writing.

5 BOATS and SAILS

- 5.1 (a) The event will be sailed in Elliott 6m keelboats.
(b) The sails to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signalled from the RC vessel with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail combination to be used</u>
No Signal	Main, jib & asymmetrical spinnaker
Code flag J	Main & jib
- 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 they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The OA 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 boat sponsor names.
- 6.2 Boats will be drawn at the beginning of each stage or as decided by the RC.
- 6.3 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 a maximum of five.
- 7.2 All registered crew shall sail all matches unless permission for change is given under SI 2.6 or 2.7.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2 The racing days are scheduled as Friday 19 February – Friday 26 March 2021.
- 8.3 The intended time of the first attention signal each day will be 1500hrs.
- 8.4 The number of flights to be sailed each day will be determined by the RC.
- 8.5 Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (International Code Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.
- 8.6 In a knock-out series between two skippers:
 - (a) The highest placed skipper from Stage 1 in each match will be assigned the starboard entry for the first match.
 - (b) Skippers will alternate assigned ends for each match thereafter.
 - (c) When a series has been decided further matches between these two skippers will not be sailed.
 - (d) Crews will exchange boats after odd matches of the series unless otherwise agreed by both skippers.
- 8.7 When, in a knock out series, a winner of a particular series has been determined subsequent matches will be brought forward to eliminate blank starts. Competitors will be advised verbally by an umpire.
- 8.8 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.


9 RACING AREA

- 9.1 Racing is scheduled to be conducted in the vicinity of the RQYS Bay Lookout.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

(a) Configuration (not to scale)

Mark 1 

Gate Marks 2S   2P

Start/Finish Line  ----- 

10.2 Signals and Course to be Sailed

- (a) Mark 1 shall be laid to windward of the starting line and rounded to starboard.
- (b) Marks 2S and 2P are a gate and shall be laid not less than 50m to windward of the starting/finishing line. When a boat passes through the gate it shall leave either Mark 2P to port or Mark 2S to starboard.
- (c) Course signals will be displayed from the RC vessel, at or before the warning signal.

Signal

No Signal

S

Course

Start - Mark 1 - Mark 2S/2P - Mark 1 - Finish

Start - Mark 1 – Finish

10.3 Description of Marks

- (a) The RC vessel will be identified by the RQYS burgee.
- (b) The starting/finishing line mark will be a black and white checked inflatable buoy.
- (c) Marks 1, 2S and 2P will be orange inflatable buoys.
- (d) Replacement marks will be a ~~green inflatable buoy OR a white inflatable buoy~~ (ADD) Purple Inflatable buoy or a Yellow Inflatable Buoy.

10.4 Starting/Finishing Line

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff displaying a black and white checked flag on the RC vessel.

10.5 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, 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 a position just to leeward of the RC vessel and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will 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 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.2 Match warning signals will be numeral pennants.
- 12.3 The next flight number will be displayed on a course board from the RC vessel.
- 12.4 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. The warning signal for a blank start will be a pink flag and there will be no other signals for the blank start.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement Mark 1.
- 13.2 **Change of Course Signals (changes RRS 33 and Race Signals)**
 - (a) The display of Flag C and a coloured flag with repetitive sounds means that 'the windward mark has been moved. Sail to a mark of the same colour 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, the signal will be displayed from the RC vessel with the preparatory signal for each match 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 vessel in the vicinity of Marks 2S/2P.

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 PRIZES

Finals prizes will be presented after racing on Finals Day -

- (a) 1 st \$500.00
- (b) 2 nd \$300.00
- (c) 3 rd \$150.00
- (d) 4 th \$50.00

16 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, C5.3 or C5.4:
 - i. Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - ii. Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - iii. Abuse of umpires before or after a decision (See also MR Call M4).
- d. Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC 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 PC by the OA for action under RRS 69.

17 DISCLAIMER

- f. All those taking any part in the event do so at their own risk. By entering the event competitors acknowledge this and release the OA, its sponsors and respective officers, employees, volunteers and members from all liability.
- g. The OA draws specific attention to RSS Fundamental Rule 4, which states: **“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”**

SI ADDENDUM A – LIST OF ENTERED SKIPPERS

Brett Whitbread – Puma Pants

Anton Prange - Altercation

Paul Andrew – Jopa Mari

Xavier Doerr – Baby Aramex

Ross Tomkins – Agitation

Rilke De Vos – De Ruyters

Stephen Chelli – The Peanuts

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1.1 Stage 1 – Round Robins

- a) Each skipper is scheduled to sail each other skipper as many times as possible.
- b) The four highest placed skippers after Stage 1 will advance to Stage 2.

2. Stage 2 – Semi-Finals

- 2.1 The four highest placed skippers from Stage 1 shall choose their opponent when requested to do so by the RC. Skippers will chose in order of their placings from Stage 1 (ie. 1st place chooses then 2nd place chooses etc).
- 2.2 The first two skippers to score at least 2 points shall advance to Stage 4. The other two skippers shall advance to Stage 3.

3. Stage 3 – Petit-Final

- 3.1 The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th place.

4. Stage 4 – Final

- 4.1 The first skipper to score at least 3 points shall be awarded 1st place and regatta winner, the other 2nd place.

SI ADDENDUM C – HANDLING OF 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.
- 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 Cross winching foresail sheets.
- 2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.13 Adjusting or altering the tension of standing rigging.
- 2.14 Using a winch to adjust the mainsheet or vang.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Attaching lines to the fabric of spinnakers.
- 2.17 Perforating sails, even to attach tell tales.
- 2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.19 The use of electronic equipment, unless permitted by SI C3.1.
- 2.20 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
- 2.21 Having the bowsprit extended, except when in the process of setting, flying or taking down the spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.22 Removing the bowsprit retrieval line knot from the spinnaker bag
- 2.23 Removal of towline from the bow
- 2.24 Pulling on the spinnaker pole boom holder to facilitate a tack or gybe
- 2.25 A breach of SI C2.20 or 2.21 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.

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) line (elastic or otherwise of 4 mm diameter or less)
 - (c) marking pens
 - (d) tell-tale material (stick on only)
 - (e) hand held compasses, watches, timers and small personal video devices such as GoPro
 - (f) shackles and clevis pins
 - (g) velcro tape
 - (h) spare flags
 - (i) PFD's
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales (stick on only)
 - (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) take videos for coaching purposes.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory:

- 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) Rolling, bagging and placement of the sails as directed by a member of the OA.
 - (b) Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.3 At the end of the each day for each boat competitors must clean the boat and wash down the boat with fresh water, remove all trash, tape and marks, and use the bucket and sponge provided to remove any water from the bilge.
- 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 SI Addendum C 4.2, 4.3 and 4.7 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.7 At the conclusion of racing, each team must return the following items:
- Two blue flags
 - Two yellow flags
 - One Y flag
 - One red flag
 - One green flag

SI 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 on the daily damage report.

Sails and Sailing Equipment	Safety Gear, Tools and Other Equipment
Mainsail and set of battens	One set of match racing flags
Headsail	Tow line
Asymmetrical Spinnaker	Bucket and lanyard with sponge
One winch handle	Two paddles
Two spinnaker sheets	Safety Kit (includes torch, knife, flares and first aid kit)
One headsail sheet	Any supplied tools
Tiller extension	Anchor, chain and line
Spinnaker Pole	Two fenders

SI ADDENDUM E – 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.

SI ADDENDUM F – RACE AREA

Racing is scheduled to be conducted in the vicinity of the Royal Queensland Yacht Squadron Bay Lookout (as indicated below); however, the RC may decide to relocate at its discretion.

 Principle Race Area

 Bay Lookout