

Ungdoms SM I Match Racing 2019
Grade 3

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – international jury	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 Handling Boats (SI Addendum C) which also applies to any practice sailing and sponsor races. Class rules will not apply.
 - (c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 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 at the approximate location of the recovery.
- 1.5 Add after the first sentence of Appendix A5 '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.'
- 1.6 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.
- 1.7 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.8 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 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit SEK 5000 for damage and complete crew weighing, all between September 28 17:00 – 19:00 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 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 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 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 notice board located at: <http://tiny.cc/jnb9cz>
- 3.2 Signals made ashore will be displayed from mast outside restaurant Badholmen.
- 3.3 Skippers shall attend the first briefing, which will be at restaurant Badholmen September 28 08.00, unless excused by the OA.
- 3.4 The first meeting with the umpires will following the first briefing.

3.5 A daily morning meeting will start at restaurant Badholmen 08.00.

4 AMENDMENTS TO SAILING INSTRUCTIONS

4.1 Amendments to the SI made ashore will be posted at least 30 min before the start of any race affected and will be signed by the RC.

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 Boats

(a) the event will be sailed in C55 boats.

(b) the sails to be used will be allocated by the RC.

The sail combination to be used will be signalled from the RC boat with or before the attention signal.

The signals will have the following meanings:

Signal	Sail combination to be used
No Signal	Main, Jib and Spinnaker
R	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 RC 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 the number 1 to 6 on the bow.

6.2 The mainsails shall display as provided by the OA.

6.3 Boats will be drawn at the beginning of each stage or 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 total number of crew, including the skipper, shall be 3, excluding persons placed on board by the RC.

7.2 Crew Weighing

(a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 231 kg, determined at the time of registration or such time as required by the RC.

7.4 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 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 will 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, unless otherwise agreed by both skippers.

8.3 The racing days are scheduled as September 28-29.

8.4 The latest time for an attention signal on the last day of racing will be approximately 15.00.

shall proceed as soon as possible to a position just to leeward of the RC boat 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

- 12.2 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.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 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.

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

- 15.1 No coach boats will be permitted without prior authorisation from OA.

16 MEDIA, IMAGES and SOUND

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

17 PRIZES

- 17.1 There will be championship plaques for 1st, 2nd and 3rd places. The Swedish Champions will be invited to "Mästarnas Mästare 2019" and will be nominated to the "EUROSAF European Youth Championship 2020", provided that they are eligible.
- 17.2 First prize - SEK 1250
Second prize - SEK 850
Third prize - SEK 500
- 17.3 Prizes have been approved by the National Authority.
- 17.4 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

18 CODE OF CONDUCT

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3 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 MR Call M4).
- 18.4 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.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

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

Oscar Engström
Marius Westerlind
Otto Berg
Julia Dahlberg
Therese Bowald
Jenny Hammersland
Calle Lindbom
Linus Lindquist
Elin Tinnert
Gustav Theander
Anton Karlsson

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage - Round Robin 1

- (a) Skippers will be divided into two groups using the World Sailing Match Race Sailing ranking list 30 days before the event start.
- (b) Each group will sail a round robin.
- (c) The winners of each group shall proceed directly to the semi-finals.

2 Second Stage Quarter finals - Knock-Out

- (a) The skippers finishing second and third in each group shall race quarter finals. The skipper finishing second in Group A shall race the skipper finishing third in Group B. The skipper finishing second in Group B shall race the skipper finishing third in Group A.
- (b) The winners of each quarter final (1) shall proceed to the semi-finals.

3 Third Stage semi-finals - Knock-Out

- (a) The skippers finishing first in each group goes directly to semi-finals.
- (b) The first skippers to score at least two (2) points each semi-final shall proceed to the finals.
- (c) The skippers losing each semi-final shall proceed to petit-finals.

4 Place matches 7-10

- (a) The skipper finishing fourth in Group A shall race the skipper finishing fourth in Group B, racing among place 7 and 8.
- (b) The skipper finishing fifth in Group B shall race the skipper finishing fifth in Group A, racing among place 9 and 10.

5 Finals and petit finals

- (a) The first skipper to score at least two (2) points in the finals will be the winner.
- (b) The first skipper to score at least two (2) points in the petit finals will be bronze medallist.

“Ungdoms SM i Match Racing 2019”, Schedule of races Round Robin

First semi-series					Flight 1					Flight 2														
Match	Boats	Blue	Boats	Yellow	Match	Boats	Blue	Boats	Yellow	Match	Boats	Blue	Boats	Yellow										
1	1	Julia Dahlberg	3	Therese Bowald	1	2	Otto Berg	3	Jenny Hammersland	2	4	Oscar Engström	1	Elin Tinnert										
2	4	Anton Karlsson	1	Marius Westerlind	2	4	Oscar Engström	1	Elin Tinnert	1	3	Elin Tinnert	2	Therese Bowald										
Flight 3					Flight 4					Flight 5					Flight 6									
1	3	Jenny Hammersland	2	Anton Karlsson	1	3	Elin Tinnert	2	Therese Bowald	1	3	Linus Lindquist	2	Oscar Engström	1	3	Gustav Theander	2	Otto Berg	2	1	Marius Westerlind	4	Jenny Hammersland
2	4	Marius Westerlind	1	Gustav Theander	2	1	Calle Lindbom	4	Marius Westerlind	2	1	Julia Dahlberg	4	Elin Tinnert	2	1	Marius Westerlind	4	Jenny Hammersland	1	3	Anton Karlsson	2	Otto Berg
Flight 7					Flight 8					Flight 9					Flight 10									
1	3	Anton Karlsson	2	Otto Berg	1	3	Gustav Theander	2	Calle Lindbom	1	2	Calle Lindbom	4	Otto Berg	1	2	Calle Lindbom	4	Anton Karlsson	2	4	Elin Tinnert	1	Linus Lindquist
2	1	Linus Lindquist	4	Julia Dahlberg	2	4	Elin Tinnert	1	Linus Lindquist	2	1	Jenny Hammersland	3	Gustav Theander	2	1	Therese Bowald	3	Oscar Engström	1	2	Otto Berg	1	Marius Westerlind
Flight 11					Flight 12					Flight 13					Quarter finals					Flight 14				
1	2	Otto Berg	1	Marius Westerlind	1	2	Therese Bowald	1	Linus Lindquist	1	2	Calle Lindbom	3	Jenny Hammersland	1	2	3a Grupp B	3	2a Grupp A	2	3	Oscar Engström	4	Julia Dahlberg
2	3	Gustav Theander	4	Anton Karlsson	2	3	Oscar Engström	4	Julia Dahlberg	2	1	Jenny Hammersland	3	Gustav Theander	2	4	3a Grupp A	1	2a Grupp B	Semi finals				
Place matches					Flight 15					Semi finals					Flight 16									
1	3	4a Grupp B	2	4a Grupp A	1	2	Vinnare F14M1	1	1a Grupp B	1	2	4a Grupp B	2	4a Grupp A	2	3	Vinnare F14M2	4	1a Grupp A	1	2	Vinnare F14M1	1	1a Grupp B
2	4	5a Grupp B	1	5a Grupp A	2	3	Vinnare F14M2	4	1a Grupp A	2	3	5a Grupp B	1	5a Grupp A	1	2	Vinnare F14M1	2	1a Grupp B	1	1	Vinnare F14M1	2	1a Grupp B
Flight 17					Flight 18					Flight 19					Flight 20									
1	2	1a Grupp B	1	Vinnare F14M1	1	1	Vinnare F14M1	2	1a Grupp B	1	1	2a semi 1	2	2a semi 2	1	1	2a semi 2	2	2a semi 1	2	3	Vinnare semi 1	4	Vinnare semi 1
2	4	1a Grupp A	3	Vinnare F14M2	2	3	Vinnare F14M2	4	1a Grupp A	2	3	Vinnare semi 1	4	Vinnare semi 2	2	3	Vinnare semi 2	4	Vinnare semi 1	1	2	Vinnare semi 1	3	Vinnare semi 2
Finals					Flight 21					Flight 21														
1	2	2a semi 1	1	2a semi 2	1	2	2a semi 1	1	2a semi 2	1	2	2a semi 1	1	2a semi 2	1	2	2a semi 1	1	2a semi 2	1	2	2a semi 1	1	2a semi 2
2	3	Vinnare semi 1	4	Vinnare semi 2	2	4	Vinnare semi 1	3	Vinnare semi 2	2	4	Vinnare semi 1	3	Vinnare semi 2	2	4	Vinnare semi 1	3	Vinnare semi 2	2	4	Vinnare semi 1	3	Vinnare semi 2

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 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 C3.1.
- 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 Having the head of the spinnaker above the main boom gooseneck on a leg of the course between marks WP and WS until her bow is within two boat lengths of the mark at the end of the leg.
- 2.24 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.
- 2.25 Extending the bowsprit before getting on the new leg of the course, after entering the zone of a rounding mark without a spinnaker set.
- 2.26 A breach of SI C 2.16, 2.21, 2.22, 2.23, 2.24 or 2.25 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) 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
 - (k) PFD's when not supplied by the OA
- 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 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.

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SAILS and SAILING EQUIPMENT

- Mainsail and set of battens

- Jib

- Spinnaker

- One spinnaker pole

TOOLS

- Any supplied tools

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.