

2011 WATCH HILL YACHT CLUB
MATCH RACING CHAMPIONSHIP
SATURDAY AUGUST 13 2011

NOTICE OF ENTRY MUST BE RECEIVED BY EITHER NELSON WHITE OR BOB PROSSER PRIOR TO SATURDAY, AUGUST 6, 2011

SAILING INSTRUCTIONS

1. Schedule

0900 – Skippers meeting at the WHYC (boats should be rigged prior to meeting)
1000 - (or as soon as practicable after the Skippers Meeting) flight one will start
in Little Narragansett Bay.
No match will be started after 1530.

2. **Rules** – this event shall be governed

- (a) by the Racing Rules of Sailing, including Appendix C, Match Races, and the prescriptions of US Sailing to the extent not modified by these instructions,
- (b) by these instructions and
- (c) By the Watch Hill Club Fleet Racing Sailing Instructions (“Club Sailing Instructions”), to the extent not inconsistent with (a) and (b).

Rule C2.5 (which deletes certain limitations on a starboard tack boat’s changes in course) is modified to provide that a starboard tack boat shall not bear down below 90% to the wind in order to hunt a port tack boat.

3. **Changes to Sailing Instructions** may be made by the Race Committee at the skipper’s meeting and/or by oral notice to the yachts affected on the water.

4. Marks

Marks are listed in Addendum 1 to the Club Sailing Instructions. Mark 3 will be located upwind of the committee boat.

Marks 1 and 3 will be rounded to starboard.

5. **The Course** Unless otherwise signaled, the course will be from the start finish line to 1 to 3 to 1 to the start finish line.

6. The Start Finish Line will be between an orange flag on the race committee boat and an orange ball, Mark X

7. Penalty System

Section 12.2 of the Club Sailing Instructions shall not apply.

Section C7 of the Racing Rules of Sailing is modified to provide that a yacht that has broken an applicable rule of Part 2 and thereby caused injury or damage shall retire or be disqualified.

8. Time Limits, Club Sailing Instruction 13.1 is modified by substituting 40 minutes for one and one-half hours.

9. Scoring –

(a) One point for a win, ½ point for a tie and no points for a loss.

(b) If a round robin or sail off is not completed, the yacht with the highest ratio between the points awarded and the points competed for will be the winner. This modifies Racing Rules of Sailing C10 and C11.

10. Ties will be broken in accordance with paragraph C11 of the Match Race Sailing Instructions.

11. Starting Sequence and Signals See Schedule A

12. **Flights and Yacht Assignments** – Depends on the number of entries. Schedule B to be handed out at the Skipper's Meeting,

Flights will ordinarily proceed in order and will be designated by numerical pennants, hoisted at the 5 minute warning signal.

The yacht entering from the port side (looking upwind) shall display a blue shape on her backstay and the yacht entering from the starboard side shall display a yellow shape.

13. Summary of Methods to Relieve Penalties – See Schedule C

Section 1.01 SCHEDULE A

Article II. STARTING SEQUENCE

| Time in Minutes | Visual Signal | Sound Signal | Means |
|---|---|---------------------------------|---|
| 7 | Flag F displayed | One | Attention signal |
| 6 | Flag F removed | None | |
| 5 | Numerical pennant displayed (designating match) | One | Warning Signal |
| 4 | Flag P Displayed | One | Preparatory Signal (Yachts must be outside the box at the preparatory signal and can enter only after this signal) |
| 2 | Blue or yellow flag or both for any yacht that has not sailed below the starting line during the required period | One (if signal required) | Yachts are required to sail below the starting line within 2 minutes of the preparatory signal |
| 0 | Warning and preparatory signals removed | One | Starting signal |
| <p>THE STARTING SIGNAL FOR THE FIRST MATCH WILL BE THE WARNING SIGNAL FOR THE SECOND MATCH. THE STARTING SIGNAL FOR THE SECOND MATCH WILL BE THE WARNING SIGNAL FOR THE THIRD AND SO ON.</p> | | | |

SCHEDULE B – Later depending on how many boats are involved. Below is a sample showing a six boat round robin.

Article III. SIX BOATS ORDER OF FLIGHTS

| Flight | Port End Blue Flag | Starboard End Yellow Flag | Umpire Team | Bye |
|---------------|-------------------------------|--------------------------------------|------------------------|------------|
| 1. | A | F | 1 | None |
| 2. | E | B | 2 | None |
| 3. | C | D | 1 | None |
| 4. | B | D | 2 | None |
| 5. | F | C | 1 | None |
| 6. | E | A | 2 | None |
| 7. | A | C | 1 | None |
| 8. | D | E | 2 | None |
| 9. | B | F | 1 | None |
| 10. | E | F | 2 | None |
| 11. | B | C | 1 | None |
| 12. | D | A | 2 | None |
| 13. | A | B | 1 | None |
| 14. | F | D | 2 | None |
| 15. | C | E | 1 | None |

SUMMARY OF PENALTIES

(subject to Appendix C of the Racing Rules of Sailing)

1. A protest under a rule of Part 2 is lodged by a display of Y
2. The umpires may respond
 - (a) A green flag and one long sound = no penalty;
 - (b) A blue or a yellow flag (identifying a yacht) and one long sound = the identified yacht has to take a penalty prior to being counted as finishing (for the first flag) or immediately (for the second flag); The flag will be displayed as long as the yacht is under an obligation to do a penalty turn.
 - (c) A blue or yellow flag (identifying a yacht) and a red flag and one long sound = the identified yacht shall take its penalty immediately; or
 - (d) A blue or yellow flag (identifying a yacht) and a black flag and one long sound = the identified yacht is disqualified.
3. Other Signals
 - (a) One short sound = the penalty is now completed.
 - (b) Repetitive short sounds = the penalty was not completed and the penalty remains
4. A penalty is relieved – after starting and before a yacht is deemed to finish
 - a. by making a penalty turn (A 270° turn, not a 360° turn).
 - (i) when on a leg of the course to a windward mark or windward finishing line by a gybe and by luffing up to a close hauled course
 - (ii) When on a leg of the course to a leeward mark or a leeward finishing line, by a tack and by bearing away to a down-wind course and, from the time the yacht passes head to wind until she reaches a close hauled course, the spinnaker must be below the gooseneck.
 - b. by the other yacht being assessed a penalty (the penalty assessed against the other yacht is also relieved)
 - c. a penalty cannot be relieved by a turn within two boat lengths of a rounding mark.