



## 2019 NORMANDIE MATCH CUP 6 – 10 June 2019

### SAILING INSTRUCTIONS

#### Abbreviations:

PC – Protest Committee

NA – National Authority

IJ – International Jury

OA – Organising Authority

NoR – Notice of Race

RC – Race Committee

RRS – Racing Rules of Sailing

SI – Sailing Instructions

#### 1. RULES

1.1. The event will be governed by:

- (a) the 'rules' as defined in the RRS, including RRS Appendix C;
- (b) the Rules for Handling Boats (SI Addendum C), which apply to any practice sailing;
- (c) class rules will not apply;
- (d) any prescriptions of the National Authority that will apply will be posted on the official notice board.

1.2. An IJ will be appointed in accordance with RRS Appendix N and the right of appeal is denied in accordance with RRS 70.5.

1.3. 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.”

1.4. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

1.5. 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.”

1.6. 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.’

1.7. Add to the last sentence of RRS 47.2 – Limitations on Equipment & Crew

“Unless that person was placed on board by the OA and they have been retrieved from the water by a support vessel or official vessel.”



## **2. ENTRIES & 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 including to sign the liability form by all crew members, pay any entry fee, pay the damage deposit and complete crew weighing, on Thursday 6 June from 0930 until 1700, 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 IJ.
- 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.
- 2.8. All French participants (each member of the crew) with a FFVoile (French Sailing Federation) licence must present the following when they register:
  - (a) their valid FFVoile competition sailing licence or their valid FFVoile membership sailing licence accompanied by a medical certificate of competition aptitude issued less than one year before the date of the competition as well as parental consent for those participants under 18.
  - (b) if necessary, the authorization to display advertising.

## **3. COMMUNICATIONS WITH COMPETITORS**

- 3.1. Notices to competitors will be posted on the official notice board located at the Société des régates du Havre (SRH).
- 3.2. Signals made ashore will be displayed at the SRH terrace.
- 3.3. Skippers shall attend the first briefing, which will be at 1800 on Thursday 6 June 2019 at SRH Joinville lounge, unless excused by the OA.
- 3.4. The first meeting with the umpires will be immediately following the first briefing.
- 3.5. A daily morning meeting will start at 0830 on each racing day.
- 3.6. Skippers shall attend a press conference and/or debrief at SRH Joinville lounge each day they race, starting approximately 45 minutes after the last race of the day.

## **4. AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1. Amendments to the SI made ashore will be posted at least 30 minutes 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 3<sup>rd</sup> Substitute with three sound signals. An umpire will communicate the amendment verbally or in writing to competitors.

## **5. BOATS AND SAILS**

- 5.1. The event will be sailed in Beneteau First 7.5 type boats.

5.2. The sails to be used will be allocated by the RC and include a mainsail, genoa, jib, and gennaker (asymmetrical spinnaker). The sail combination to be used will be signaled from the RC boat before the attention signal. The signals will have the following meanings:

<b>Signal</b>	<b>Mainsail</b>	<b>Fore sail</b>	<b>Gennaker</b>
No flag	Full	Genoa	Yes
Code flag "R"	Full	Jib	Yes
Code flag "R+S"	One reef	Jib	Yes
Code flag "G"	One reef	Jib	No

5.3. Competitors may be required to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.

5.4. An umpire may give other restrictions or instructions to the boats verbally. Flag 3<sup>rd</sup> Substitute is not required.

5.5. 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.

5.6. 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 colours.

6.2. If supplied by the OA, the mainsails shall display skippers' names.

6.3. Boats will be allocated by draw, either daily or for each stage as decided by the OA.

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 four (4) or five (5). All registered crew shall sail all races unless excused by the OA.

7.2. The maximum total crew weight, determined prior to racing shall be 272 kg, when wearing at least shorts and shirts.

7.3. Crew weight may be checked during the regatta. At any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalized, but they shall reduce their weight to the increased weight limit before racing again.

7.4. When a registered skipper is unable to continue in the event the OA may authorize an original crew member to substitute.

7.5. When a registered crew member is unable to continue in the event the OA may authorize a substitute, a temporary substitute or other adjustment.

## **8. EVENT FORMAT AND STARTING SCHEDULES**

8.1. The event format is detailed in SI Addendum 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.

(b) when the series has been decided, further matches between these two will not be sailed; and

(c) crews may exchange boats after odd matches of the series, unless otherwise agreed by both skippers.

8.3. The racing days are scheduled as from 7 June to 10 June 2019 (inclusive).

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

8.5. 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 favour of later stages.

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

8.7. If the OA changes the intended time for the first attention signal for any day, it will be posted on the official notice board before 2030 the previous day.

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 advise the competitors verbally through the umpires of its intention to change the starting order. Flag 3rd substitute will be not used.

8.10. When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

## 9 RACING AREA

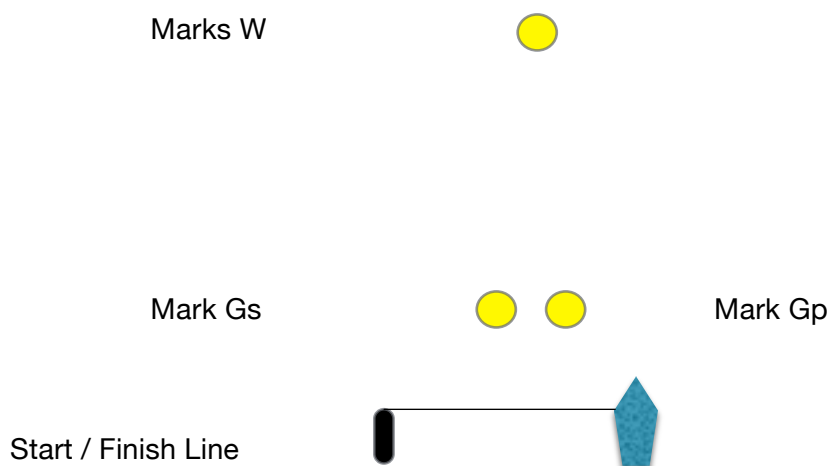
9.1 For Stage 1, 2, 3, 4, 5 and the first part of stage 6, the racing area will be in the Bay of Le Havre, France.

9.2 For the end of stage 6, the racing area will be in the « Bassin de la Manche » (entrance of the harbour).

## 10 COURSE

### 10.1 Configuration, Signals and Course to be Sailed

(a) Configuration (not to scale)



(b) The Course

The course will be:

No signal Start - W - Gs/Gp - W - Finish

Flag "T" Start - W - Gs/Gp - W - Gs/Gp - W - Finish

Marks shall be rounded to starboard. The gate shall be sailed with Gs to starboard - Gp to port. If one mark of the gate is missing, round the single leeward mark to starboard. While the boats are on the first half of a downwind leg the gate or finish line may be adjusted without signaling a course change. This change RRS 33.

- (c) Description of Marks  
Mark W will be a yellow cylindrical mark.  
Marks Gs and Gp will be yellow inflatable cylindrical marks.

## 10.2 Starting / Finishing Line

The starting/finishing line will be a line between the course side of the black inflatable cylindrical mark at the pin end of the line and a staff displaying an orange flag on the RC boat.

## 10.3 Course Limits

- (a) a number of small yellow buoys may be laid close to the shore. 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.
- (b) these lines or areas rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) there is no penalty for touching these buoys except if there is a floating line fixed between the buoys. In such configuration there will be a penalty for touching the buoys or the floating line.
- (d) 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. If a boat breaks this sailing instruction while not racing, the umpires shall act under C8.4. This changes RRS C6.2 and C8.2.

## 10.4 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 only to that match.

## 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 a white 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 close to leeward of the RC Signal 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

Time	Visual signal	Sound signal	Means
7'	Flag F displayed	One	Attention signal
6'	Flag F removed	None	
5'	Numeral pennant displayed White number 5 displayed	One	Warning signal
4'	Blue number 4 displayed White number 5 removed	One	Preparatory signal
2'	Blue or yellow flag or both displayed	One	End of pre-start entry time
1'	Yellow number 1 displayed Blue number 4 removed	One long	
0	Warning signal removed Yellow number 1 removed	One	Starting signal

This change RRS C3.1.

13.2 The next flight number will be displayed on the RC boat. Changes can be informed verbally by an umpire.

### **13 CHANGE OF POSITION OF THE WINDWARD MARK**

13.1 Changes to the course will be made by setting a replacement mark W which will be a black inflatable mark. A change of course after the start will be signaled before the leading boat has begun the leg although the new mark may not be in position.

13.2 Subsequent changes will revert to the original mark.

13.3 Change of Course Signals (changes RRS 33 and Race Signals)

- (a) Flag "C" and a coloured flag or board means: "The windmark has been moved. Sail to a mark the same colour as the flag or board".
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

13.4 Signalling vessel

When a change of course is signalled after the first leg it will be displayed from a boat in the vicinity of the gate.

### **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 Coach boats shall conspicuously display identification of the team being coached.

### **16 MEDIA, IMAGES and SOUND**

16.1 If required by the OA:

- (a) Media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- (b) Competitors shall wear microphones supplied by the OA during racing and be available for interviews when advised by the OA or RC.
- (c) Registered skippers shall wear communications equipment supplied by the OA that will allow commentators to communicate with them whilst racing.

16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

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

### **17 PRIZES**

17.1 Gold, Silver and Bronze medals will be presented to the top 3 teams.

17.2 The following cash prize money will be awarded:

First prize	4000€
Second prize	2500€
Third prize	1500€
Fourth prize	1000€
Fifth prize	250€
Sixth prize	250€
Seventh prize	250€
Eight prize	250€

- 17.3 These prizes have been approved by the national authority and have been notified to World Sailing.
- 17.4 The International Jury may reduce or remove 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 IJ. Any penalty will be at the discretion of the PC/IJ 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 IJ 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**

<b>Skipper Name</b>	<b>Country</b>	<b>Sailor ID</b>	<b>Ranking *</b>
Pauline Courtois	FRA	FRAPC14	1
Anna Östling	SWE	SWEAK1	3
Marinella Laaksonen	FIN	FINML22	5
Margot Vennin	FRA	FRAMV15	7
Margot Riou	FRA	FRAMR36	11
Marie Björling Duell	SWE	SWEMB4	36
Chloé Le Bars	FRA	FRACL50	93
Lea Richter Vogelius	DEN	DENLO1	unranked

**\*World Sailing Ranking as of 15 May 2019**

**SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES**



## **EVENT FORMAT**

### **Stage 1 - Round Robin**

- (a) A double round robin - each skipper scheduled to sail each other skipper twice.
- (b) The highest scoring skipper from the Stage 1 shall qualify for Stage 4.
- (c) The skippers placing 2nd through 7th from Stage 1 shall qualify for Stage 2.

### **Stage 2 – Shorter Quarter-Finals**

- (a) The highest placed skipper from Stage 1 shall choose their opponent. The next highest placed skipper who has not already been chosen shall choose their opponent and so on.
- (b) In each quarter-final the higher ranked skipper from Stage 1 will be starboard entry in the first match.
- (c) The first three skippers to score at least 3 points shall proceed to Stage 3, the others will be scored 5, 6, 7 in accordance with Stage 1 results and shall proceed to Stage 3.

### **Stage 3 – “Queen of the Castle”**

- (a) For each match, the highest placed skipper from Stage 1 will be assigned the starboard entry.
  - (i) 8 versus 7
  - (ii) Winner versus 6
  - (iii) Winner versus 5

### **Stage 4 - Semi-Finals**

- (a) The highest placed skipper from Stage 1 of the four semi-finalists will be starboard entry in the first match and she shall choose her opponent.
- (b) The remaining two skippers shall sail each other and the higher placed skipper from Stage 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least 3 points shall proceed to Stage 6, the others to Stage 5.

### **Stage 5 – Petit-Final**

- (a) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 2 points shall be awarded 3rd place, the other 4th.

### **Stage 6 – Final**

- (a) The higher placed skipper from Stage 1 of the two skippers will be starboard entry in the first match.
- (b) The first skipper to score at least 3 points shall be awarded 1st place, the other 2nd.

## **SI ADDENDUM C - HANDLING 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 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, excluding the backstay.

2.14 Using a winch to adjust the mainsheet, backstay or vang.

2.15 Attaching lines to the fabric of gennakers.

2.16 Perforating sails, even to attach tell tales.

2.17 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.

2.18 The use of electronic equipment, unless permitted by SI C3.1.

2.19 Having the bowsprit extended, except when in the process of setting, flying or taking down the gennaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the gennaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.

2.20 Extending the bowsprit before getting on the new leg of the course, after entering the zone a rounding mark without a gennaker set.

2.21 A breach of SI C2.19, 2.20 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 (not duct tape nor any tape that leaves a residue)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) watch, timers and hand held compass and, with written permission from the OA, GoPro type devices,
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags
- (k) PFDs.

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 RRS 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. If a spinnaker sheet catcher is attached by the OA, it shall not be changed.

3.4 Changing the number of mainsheet purchases.

3.5 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is permitted.

3.6 The use of the Jib and Mainsail's halyard, without adding system, to facilitate tacking or gybing, or to aid projection of a crew member outboard is permitted.

### **4 MANDATORY ITEMS and ACTIONS** - The following are mandatory:

4.1 Report verbally to the PRO at the end of each day, 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 days.

When boat swaps are carried out on the water, the report should be made verbally to the PRO 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 and tying the tiller amidships
  - (d) securing the boat properly with fenders and bow, stern, and spring lines
- 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 or 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 4.1, 4.2 and 4.3 will be considered as damage and a charge will be deducted from the damage deposit.

## **SI APPENDIX 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.

### **1 SAILS and SAILING EQUIPMENT**

- One mainsail and set of battens
- One genoa
- One jib
- One gennaker (asymmetrical spinnaker)
- One winch handle
- One spinnaker sheet
- Two headsail sheets
- One tiller extension
- Headsail cars
- One white flag
- One red flag
- One "Y" flag
- One blue flag
- One yellow flag

### **2 SAFETY GEAR**

- Bucket and lanyard

### **3 TOOLS**

- Any supplied tools

### **4 GROUND TACKLE**

- Anchor and anchor line

## SI ADDENDUM E - Match Racing Penalties for Damage resulting from Contact between Boats

Appendix C6.6 and C8.6, as amended in these Sailing Instructions, 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 (this amends RRS C8.6);

Level	Round Robin	Knock Outs
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	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 competitors 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.