



THE CEILIDH CUP SONAR MATCH RACING CHAMPIONSHIP INCORPORATING SSS MATCH RACING CHAMPIONSHIPS

9th/10th OCTOBER 2021

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	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 Handling Boats (SI Addendum C). Class rules will not apply.
- 1.2 The right of appeal will be 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 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.’
- 1.5 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 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E.
- 1.7 Where there is reference in the RRS or the SIs to the hull and equipment, the following shall apply in respect of any tube extending from the transom:
 - (a) For the purposes of the RRS, the side tubes shall be considered an extension of the side of the boat. The tube parallel to the transom shall be considered the stern of the boat.
 - (b) A boat shall be considered overlapped with another boat when she is overlapped with either the hull or the side tubes. In addition, the tubes shall be considered part of the boat when considering boat lengths.
 - (c) If a boat makes contact with a mark and the only contact is between a side tube and the mark, the contact shall be deemed to be contact with the hull. If a boat makes contact with another boat by touching the side tube, it shall be deemed to be contact with the side of the boat. If contact is made with the tube parallel to the transom, it shall be deemed to be contact with the transom.

2 ENTRIES and ELIGIBILITY

- 2.1 Only skippers who have completed their entry form, and as detailed in the NOR, have been 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 outstanding entry fee (£240/£270), deposit £500 for damage and complete crew weighing, all between 0830 and 0900 on Saturday 9th October 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.
- 2.8 For a team to qualify for the "SSS Match Racing Championships" component of the competition, the team must comprise members all from the same institution and comply with Scottish Student Sports definition of a student team.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the online official notice board, and attention drawn to it via the WhatsApp group.
- 3.2 Signals made ashore will be displayed from the main flag mast at The Royal Northern & Clyde Clubhouse.
- 3.3 Skippers shall attend the first briefing, which will be at The Royal Northern & Clyde Yacht Club Clubhouse, Rhu by Helensburgh at 09.00 on 9th October.
- 3.5 A morning meeting may be held on Sunday 10th October 2021 at 08.30 hrs.
- 3.6 An evening debrief with the umpires may be held on Saturday 9th October after racing.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 2 hours before the start of any race affected and will be signed by the RC and the PC 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 Boats

- (a) the event will be sailed in Sonar-like yachts.
 - (b) the sails to be used will be allocated by the RC.
- 5.2 If flag 'R' is displayed on the committee boat, spinnakers shall not be used.
- 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 sail number and coloured flashes that should be attached to the mainsail. Spinnaker colours do not identify boats or pairings.
- 6.2 Boats will be drawn prior to the event by an umpire.
- 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 4 or 5.
- 7.2 **Crew Weighing**
- (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350 kg, determined at the time of registration or such time as required by the RC. Two sets of scales will be provided, and crews will have the opportunity to use the lowest observed weights. In change to RRS 60.1(a), decisions to admit or exclude a team that exceed the weight limit cannot be protested. Teams that exceed the weight limit may be allowed to compete but no scores will be recorded in the races they take part in.
 - (b) Crew weights 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 will not be penalised, but they shall reduce their weight to the increased weight limit before racing again.
- 7.3 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 9th & 10th October 2021.
- 8.4 The latest time for an attention signal will be 18:00 on 9th Oct and 15:00 on 10th Oct, unless agreed otherwise with all affected skippers.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 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.
- 8.7 (a) The intended time of the first attention signal on the 9th is 10:23.
 (b) The intended time of the first attention signal on the 10th is 09:23.
- 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 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 will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing areas are in the Gareloch, The East Patch and off Rhu Marina.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark Wo

Mark L o

Start/Finish Line o----- () RC boat

- (b) **Signals and Course to be Sailed**

Course signals will be displayed from the RC boat, at or before the warning signal.
 Marks W and L 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**

The RC boat and marks will be identified at the first briefing.

10.2 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 with an orange 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.

10.3 Course Limits

Any areas that are obstructions will be discussed at the first briefing.

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 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 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 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

- 12.1 Match warning signals will be in accordance with RRS C3.1.
- 12.2 The flight and match number will be displayed on the RC boat on a white board.

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 DELETED

16 PRIVACY, MEDIA, IMAGES and SOUND

- 16.1 The OA have the right to use any images and sound recorded during the event free of any charge.
- 16.2 If required by the OA, media equipment supplied by the OA shall be carried on board while racing.
- 16.3 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.4 The personal information you provide to the organising authority will be used to facilitate your participation in the event. If you have agreed to be bound by the Racing Rules of Sailing and the other rules that govern the event (the rules), the legal basis for processing that personal information is contract. If you are not bound by the rules, the legal basis for processing that personal information is legitimate interest. Your personal information will be stored and used in accordance with the organising authority's privacy policy. When required by the rules, personal information may be shared with the RYA and/or World Sailing. The results of the event and the outcome of any hearing or appeal may be published.

17 PRIZES

- 17.1 Prizes may be awarded to the top 3 teams.
- 17.2 The top GBR team may be invited to attend the 2021 RYA National Match Racing Championship Final.
- 17.3 Other prizes may be awarded.

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 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 RISK STATEMENT

Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Sailing is by its nature an unpredictable sport and therefore involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

- (a) They are aware of the inherent element of risk involved in the sport and accepts responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.
- (b) They are responsible for the safety of themselves, their crew and any property they may

bring, whether afloat or ashore.

(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.

(d) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities

(e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances

(f) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.

(g) It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.

(h) It is their responsibility for ensuring all supplied equipment is carried on board.

(i) That they are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions.

20 NARROW CHANNELS & QUEEN'S HARBOUR REGULATIONS

20.1 Narrow Channels. Attention is drawn to the International Regulations For The Prevention Of Collisions At Sea, 1972. Particular notice should be taken of rule 9(b) which states that a vessel of less than 20 metres in length, or a sailing vessel, shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway. Any Waters of the Firth of Clyde, must be regarded as a narrow channel. This applies in waters of the Queen's Harbour, which includes the whole of the Gareloch and the approaches to the Gareloch.

20.2 While racing, any yacht that is unable for reasons of lack of wind, or any other cause, to sail clear of a large power-driven vessel shall paddle in order to get clear and thereafter shall report full details to the Race Officer. In the event of the Race Officer observing that a yacht has apparently obstructed the safe passage of a large power-driven vessel. The Race Committee may proceed against the yacht in accordance with RRS 60.2.

20.3 Any Yachts passing between MOD launches or Seariders and the vessels they are escorting or, otherwise impeding these vessels they are escorting or otherwise impeding these vessels are liable to be impounded and the skipper and crews arrested.

21 NAVAL MOVEMENTS

21.1 In Addition to the above, IC Flag "D" will be flown from the principal Committee Boat if the race Officer is aware that a large Naval vessel may enter the race area during the race schedule.

SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS

Skipper Club/Team
Alison Morrish / Royal Northern & Clyde Yacht Club
Thomas Goodman / Strathclyde University*
Craig Macdonald / Royal Northern & Clyde Yacht Club
Hector McKemey / University of St Andrews
Jesse Jackson / Strathclyde University*
Mhairi Orr / Edinburgh University Red*
Matt Brett / Edinburgh University Blue*

*denotes a skipper ineligible to win the SSS Match Racing prize as per SI 2.8.

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT (to be confirmed based on number of entries)

1 First Stage - Round Robin(s)

- (a) At least one round robin will be completed for the event to proceed to the next stage.
- (b) If less than one round robin is completed, the overall prize will be awarded based on win percentages, and the student prize will be awarded based on win percentages when sailing only student teams.

2 Stage 2 4th-7th Repechage

3 Overall Semi-finals

- (a) The skipper finishing first in the round robin shall race against the fourth placed skipper. The skipper finishing second shall race the skipper finishing third.
- (b) The first skipper to score at least 2 points shall proceed to the next stage.

4 Overall League Final & Petit Final

The first skipper in each final to score at least 2 points will be the winner.

5 Student Final

- (a) The University skipper finishing first in the round robin (based on overall result) shall race against the second-placed University skipper. The first skipper that scores at least 2 points will be the winner.

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 Using a flattener as a reef or using a reef line as an outhaul.
- 2.10 Attaching 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 The use of electronic equipment unless permitted by C3.1.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.17 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.
- 2.18 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.
- 2.19 Hiking outside the hull, as defined in the Sonar Class rules, c.f. "A crew member shall be seated inboard of the toe rail (including legs) but the upper body may lean outboard."
- 2.20 A breach of SI C2.15, C2.18, and C2.19 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)
 - (e) tell-tale material
 - (f) watch, timers and hand-held compass
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) spare flags
 - (j) PFDs
 - (k) small personal video devices such as GoPro.
- 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
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per RRS Appendix C6
 - (g) personal safety
 - (h) facilitate future training
- 3.3 Changing the number of mainsheet purchases.

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) 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) leaving the boat well-secured, including a safety line on mooring line round the mast
 - (d) securely fastening the tiller with backstay and additional lines as appropriate
- 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, 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	GROUND TACKLE
Mainsail and set of battens	Anchor and chain
Jib	Anchor line
Spinnaker	
One spinnaker pole	
Two spinnaker sheets	
Headsail sheet(s)	
Tiller extension	

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 reasons to do so, it may apply a different penalty. Damage will be divided into 3 levels as detailed below:

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 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.

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.