

KDY March Match Race Cup Gr. 4 - 2022

March 18th – 19th, 2023

WORLD SAILING GRADE 4

SAILING INSTRUCTIONS

Organising Authority

Royal Danish Yacht Club

1 RULES

- 1.1 The Event will be governed by Royal Danish Yacht Club
 - (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.
- 1.2 Boats may be required to race with on-board observers to give information to the umpires. Observers will be weight- equalised by fixing weights near the stern. Observers will not take part in sailing the boat or communicate with the crew while racing.
- 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 A5.1. '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 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.
- 1.6 PERSONAL FLOTATION DEVICES RRS 40.1 applies at all times when afloat and when being onboard any of Race Committee vessels (Committee boat, ribs etc.).

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, any eligible damage deposit EUR 1,000 and complete crew weighing.
- 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 PC may authorise an original crew member to substitute.

- 2.7 When a registered crew member is unable to continue in the event, the RC 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 on Manage2Sail.com.
- 3.2 Signals made ashore will be displayed from the main flagpole in front of the KDY Club House "Basen"
- 3.3 Skippers shall attend all morning meetings/briefings unless excused by the OA. The first briefing will be on Saturday March 18th, 2023, at 09.00 at the KDY Club House "Basen"
- 3.4 The first meeting with the umpires following the first briefing.
- 3.5 A daily morning meeting will start at 09.00.

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. Most recent SI will be available at the race office and on Manage2Sail.com.
- 4.2 Amendments made afloat will be signalled by the display of the 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 DS37 type boats.
 - (b) The sails to be used will be allocated by the RC.
 - (c) Competitors may be requested to exchange sails during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2 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:

<u>Signal</u>	<u>Sails to be used</u>
No signal	Mainsail + Genoa + Spinnaker
Delta flag	Mainsail + Jib + Spinnaker

- 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/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 numbers.
- 6.2 Boats will be drawn at the beginning of each stage or as decided by the RC.
- 6.3 Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 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 five male/mixed crew or six female crew 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 437,5 kg, determined at the time of registration or such time as required by the RC.
- 7.3 All registered crews 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 one match in series of first to 2 points and after two matches in series of first to 3 points, unless otherwise agreed by both skippers.
- 8.3 The racing days are scheduled as March 18th – 19th, 2023.
- 8.4 The latest time for an attention signal on the last day of racing will be approximately 16.30.
- 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 of 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 The intended time of the first attention signal each day is 09.45.
- 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 area will be east of Skovshoved Harbour. The Race Course area could be extended/moved to the north, or the south of the area shown below.



10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

(a) Configuration (not to scale)

Mark W o

Mark L o

Start/Finish Line o-----o

(b) Signals and Course to be Sailed

Course signals will be displayed from the RC boat bow, at or before the warning signal. Marks W and L shall be rounded to starboard.

Signal

No Signal

Course

Start - W - L - W - Finish

(c) Description of Marks

The RC boat will be identified by a KDY club flag.

The starting/finishing line marks will be an orange flag on the RC boat at the starboard end of the line and an Orange flag on an yellow MarkSetBot buoy (self-sailing buoy) at the port end.

Mark L will be an yellow MarkSetBot buoy (self-sailing buoy).

Mark W will be an yellow MarkSetBot buoy (self-sailing buoy).
Replacement mark for W will be an yellow MarkSetBot buoy (self-sailing buoy).

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

- (a) While racing, no part of a boat's hull shall sail inside the area of the west of line North/South from the Red Harbour entrance marker shown in the diagram in Addendum F.
- (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. 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 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 flag L 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 numeral pennant 1 for match 1 and numeral pennant 2 for match 2.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by setting a replacement mark W.
- 13.2 **Change of Course Signals** (changes RRS 33 and Race Signals)

(a) Flag C and a coloured flag or board means: 'The windward mark 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.

13.3 Signalling vessel

(a) When a change of course is made for the first leg, the signal will be displayed from the RC boat 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 boat in the vicinity of mark L.

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 A5.1 and A5.2.

15 SPARE

16 SPARE

17 PRIZES

17.1 The winner will receive prizes (details TBA)

18 CODE OF CONDUCT

18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, cooperation 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 Addenda 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, however caused.

SI ADDENDUM A – LIST OF SKIPPERS

	Skipper	Country	ISAF ID
1	Morten Munch (M)	DEN	DENMM19
2	Jan Ølholm Mortensen (M)	DEN	DENJM21
3	Oscar Engström (M)	SWE	SWEOE3
4	Kristine Mauritzen (W)	DEN	DENKM10
5	Louise K Olesen (W)	DEN	DENLC2
6	August Hanevik (M)	NOR	NORAH21
7	Cas van Dongen (M)	NED	NEDCV20
8			
9			
10			

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 First Stage – Full Round Robin

2 Second Stage – Finals

<to be stated as agreed by OA - semi-finals, finals, petit finals, 5th/6th etc)>

- (a) Top two ranked skippers based on the round robin will sail the final and the 3rd and 4th ranked skipper based on the round robin will sail the petit final.
- (b) First skipper to score 2 points, will win the final and first to score 1 will win petit final.

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 jib 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 or backstay.
- 2.15 SPARE
- 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. OA will provide VHF radios on each boat. Radio channel will be announced at Skipper's Briefing.
- 2.19 The use of electronic equipment, unless permitted by SI C3.1.
- 2.20 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.
- 2.21 A breach of SI C 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.
- 2.22 Coursing significant pressure to the guard rail
- 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) handheld 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.
- 3.5 Hiking, in active sheets

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 In case of damage it should be reported to the RC before the next match. 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 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.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Genoa
- Jib
- Spinnaker
- One Spinnaker pole
- Two spinnaker sheets
- Two Headsail sheets
- Tiller extension
- Jib cars
- Two Winch handles

SAFETY GEAR

- Bucket and Sponge
- Safety Bag provided by OA

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES and FENDERS

- Two mooring lines
- Two fenders

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permit 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 – COURSE LIMITS

There are 2 prohibited areas.

1. The entrances to the harbour.
 - a. Between the northern tip of the breakwater, and the view terrace.

2. The area around the water stadium.
 - a. Between the northern view terrace to the first yellow mark.
 - b. Between the yellow marks.
 - c. From the northern yellow mark and in a straight-line north to Taarbæk harbour.

