



Japan Match Racing Championship - 2016
12 - 14 February, 2016
ISAF Grade 5

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.
- 1.2 Class Rules will not apply.
- 1.3 Boats may be required to race with on-board observers to give information to the umpires or to meet legal requirement of Japanese boat driver's licence. 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.
- 1.4 RRS 31 is changed to 'While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.'
- 1.5 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.
- 1.6 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 Under RRS 86.3, this event will use the package of test rules approved by World Sailing for match racing. See detailed wording for these rule changes in SI Addendum G.
- 1.9 If there is conflict between languages, English text will take precedence.

Note that ISAF has approved a change to Appendix C from January 1, 2015 as follows: Delete current rule C2.9 and replace with: **C2.9** Rule 22.3 is deleted.

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 for damage and complete crew weighing, all between 13:15 - 15:15 on 12 February, or 7:30 - 8:00 on 13 February, unless extended by the OA.



- 2.3 The damage deposit is NOT the limit of liability of each skipper for each incident. The deductible of Boat's insurance is JPY 300,000. Skippers may be required to pay up to this amount as maximum for an 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 Yellow House in Hayama Marina.
- 3.2 Signals made ashore will be displayed from the mast near the Yellow House.
- 3.3 Skippers shall attend the first briefing, which will be at 8:30 on 13 February at the race office, unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing.
- 3.5 A morning meeting on 14 February will start at 8:00 at the race office.
- 3.6 Skippers shall attend a press conference in the race office each day they race, starting approximately 30 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 and the PC representatives
- 4.2 (Deleted)
- 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 YAMAHA 30S 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:

Signal	Sail combination to be used
No Signal	Mainsail, Jib and Spinnaker.
Orange flag	No Spinnaker. (No spinnaker pole.)
Black flag	One-point Reefed Mainsail.



- 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 boat number.
- 6.2 (Deleted)
- 6.3 Boats will be drawn at the morning meeting each day or beginning of each stage 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 maximum number of crew (including the skipper) that a team may register is six. Crew may be substituted with registered crew and within the restriction of SI 7.2(a), excluding persons placed on board by the RC. The number of crew that sailed in the first race shall be the same in all races thereafter. Prior approval of RC is required for the substitution. The time necessary to substitute crew will not be grounds for request for delay of next start.

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.
- (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.

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 from 13 to 14 February.
- 8.4 The latest time for an attention signal on the last day of racing will be approximately 15:00 hours.
- 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 The intended time of the first attention signal each day is 10:00 on 13 February and 9:00 on 14 February.
- 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 off shore of Hayama Marina.

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.

<u>Signal</u>	<u>Course</u>
No Signal*	Start - W - L - W - Finish
S	Start - W - Finish

(c) **Description of Marks**

The RC boat will be identified by JYMA flag displayed on the main mast.
 The starting/finishing line mark will be Orange triangular buoy with White band.
 Mark W will be big Orange triangular buoy.
 Mark L will be small Orange triangular buoy.
 The replacement marks will be Yellow cylindrical buoys with either Red or Green band.

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 main mast displaying JYMA flag on the RC boat.
- (c) 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) The area of 10m radius from a fishing rowboat in the racing area, regardless of rowing or anchoring, ranks as an obstruction. While racing, no part of a boat's hull shall not enter this area. The rowboat is specified in Addendum F.
- (b) 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 C8.210.4

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.

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10 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 Pink 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 The next flight number will be displayed on the RC boat stern by a whiteboard.
- 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 Changes to the course will be made by setting a replacement mark W.
- 13.2 Change of Course Signals (amends 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 with the same colour band as the flag or board.'
 - (b) When subsequent course change is made and only flag C is displayed it means: 'The windward mark has been moved. Sail to the original mark.'
 - (c) 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 either a boat in the vicinity of mark L or the RC boat bow.

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.
- 15.2 The OA will not provide berths for coach boats.
- 15.3 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.

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 have the right to use any images and sound recorded during the event free of any charge

17 PRIZES

- 17.1 Japan Sailing Federation Certificate of National Championship will be awarded to first, second and third place skippers.
- 17.2 JYMA Chrystal Glasses will be awarded to first, second, and third place teams.

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 and PAIRING LIST/KNOCK-OUT TABLE

< LIST OF ELIGIBLE SKIPPERS >

	Skipper	Team	Country	JYMA Ranking (1 Jan 2016)	ISAF Ranking (18 Nov 2015)
1	Kohei Ichikawa	GEKKO BOYS	JPN	1	59
2	Norihisa Ohno	HMYC	JPN	6	-
3	Masahiro Yamamoto	Tokai Sailing	JPN	11	438
4	Isao Uematu	Team Uematsu	JPN	13	-
5	Naoki Ichino		JPN	-	-
6	Marco Giannini		ITA	-	-

Pairing List will be handed out at the first briefing.



SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

1 Stage 1 - Round Robins

- (a) All skippers will sail a double round robin.
- (b) The four highest scoring skippers shall qualify for Stage 3 Semi-Finals.
- (c) 5th and 6th place skippers will proceed to Stage 2 - 5/6 place Final.

2 Stage 2 - 5/6 place final - Knock Out

- (a) The first skipper to score two points will be awarded fifth place, the other sixth place.
- (b) The higher ranked skipper from Stage 1 will be starboard entry in the first match.

3 Stage 3 - Semi-Finals - Knock Out

- (a) The highest ranked skipper from Stage 1 of the four semi-finalists shall choose her opponent and will be starboard entry in the first match.
- (b) The remaining two skippers shall sail each other and the higher ranked skipper from stage 1 will be starboard entry in the first match.
- (c) The first two skippers to score at least two points shall proceed to Stage 5 Finals, the others to Stage 4 3/4 place final.

4 Stage 4 - 3 / 4 place Final

- (a) The first skipper to score two points will be awarded third place, the other fourth place.
- (b) The higher ranked skipper from stage 1 will be starboard entry in the first match.

5 Stage 5 - Finals

- (a) The first skipper to score at least three points will be the winner.
- (b) The higher ranked skipper from stage 1 will be starboard entry in the first match.



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 (Deleted)
- 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 A breach of SI C 2.16, 2.21, 2.22 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.



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.



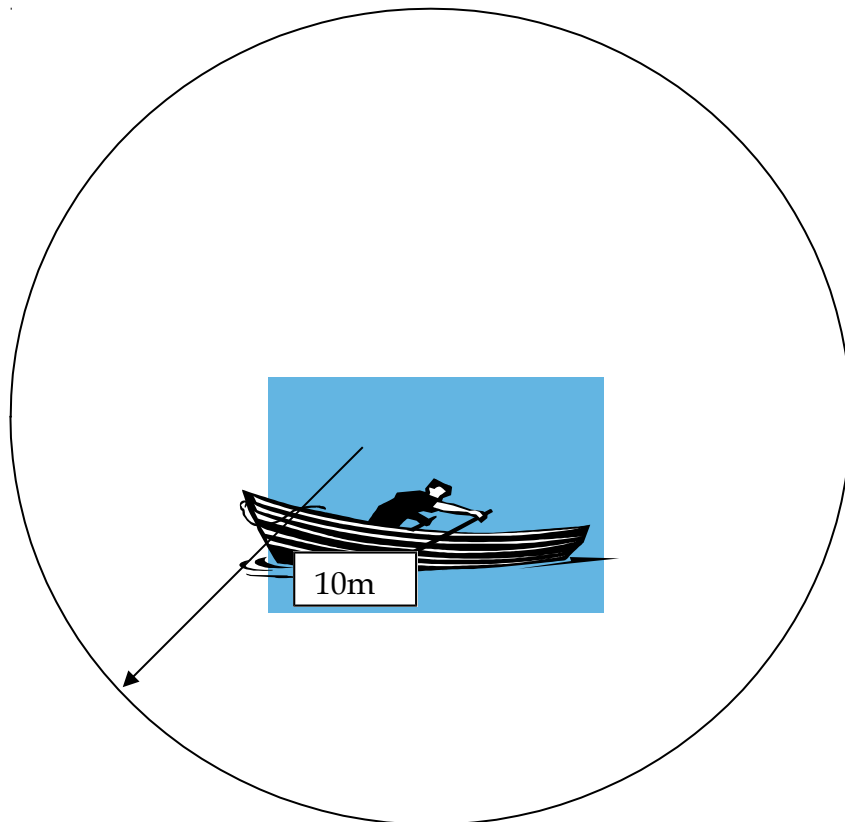
Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.



SI ADDENDUM F – COURSE LIMITS

The area of 10m radius from a fishing rowboat in the racing area, regardless of rowing or anchoring, ranks as an obstruction. While racing, no part of a boat's hull shall not enter this area.

Canoes are not rowboat for the purpose of this SI.





SI ADDENDUM G - PACKAGE OF TEST MATCH RACING RULES

Below are the details of the changes to the RRS.

The rules below in **red** represent changes to the 2015 test rules.

A. Add new RRS 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.

B. Delete RRS 18, C2.6 and C2.7 and replace with:

18 MARK ROOM

18.1 When Rule 18 Applies

Rule 18 applies between boats when they are required to leave a *mark* on the same side and at least one of them is in the *zone*. However, it does not apply between a boat approaching a *mark* and one leaving it.

18.2 Giving Mark-Room

(a) When the first boat reaches the *zone*,

(1) if boats are *overlapped*, the outside boat at that moment shall thereafter give the inside boat *mark-room*.

(2) if boats are not *overlapped*, the boat that has not reached the *zone* shall thereafter give *mark-room*.

(b) If the boat entitled to *mark-room* leaves the *zone*, the entitlement to *markroom* ceases and rule 18.2(a) is applied again if required **based on the relationship of the boats considered at the time rule 18.2(a) is re-applied.**

(c) If a boat obtained an inside *overlap* and, from the time the *overlap* began, the outside boat is unable to give *mark-room*, she is not required to give it.

18.3 Tacking or Gybing

When an inside *overlapped* right-of-way boat must **change tack** at a *mark* to sail her *proper course*, until she **changes tack** she shall sail no farther from the *mark* than needed to sail that course. Rule 18.3 does not apply at a gate *mark* **or a finishing mark and a boat shall not be penalized fo breaking this rule unless the course of another boat was affected by the breach of this rule.**

C. Change definition of Mark-Room to:

Mark-Room Room for a boat to sail her *proper course* to round or pass the *mark* **on the required side. If room includes a change of tack, such tack or gybe shall be done no quicker than a tack or gybe to sail her proper course.**

D. Add the following new rule:

C2.14 Rule 17 is deleted.