



2024 U.S. Women's Match Racing Championship
for the Allegra Knapp Mertz Trophy and the Mrs. C.F. Adams Memorial Trophy
August 1- 4, 2024

U.S. Sailing – Organizing Authority
Chicago Yacht Club – Host Club
Belmont Harbor, Chicago, IL

SAILING INSTRUCTIONS

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum E.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore, “1 minute” is replaced with “not less than 60 minutes” in Race Signals AP.
 - (b) 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.”
 - (c) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
- 1.4 Abbreviations and Penalties for breaking a rule of this attachment are:

[NP] - A boat may not protest another boat for breaking that rule nor request redress based on that rule. This changes RRS 60.1(a) and 62.1(a). Add new rule RRS C6.2 (e) as follows: “a rule in the SI marked [NP].”

[Ump] - Umpire-initiated. Add new rule RRS C8.3(d) as follows: “breaks a rule in SI marked [Ump].”

[DMG] Damage deposit. When marked, breaking this rule will be considered as damage and the cost of rectification will be deducted from the damage deposit.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any changes to the SI will be posted no later than 60 minutes before the first scheduled warning signal on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the race course.
- 2.3 Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel (“RCV”). An umpire may communicate these Race Committee changes either verbally or in writing.

3 COMMUNICATION WITH COMPETITORS

- 3.1 Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on a VHF radio channel that will be announced at the first skipper’s meeting.
- 3.2 Signals made ashore will be displayed from the flagstaff located at Chicago Yacht Club’s Belmont Station.
- 3.3 The digital notice board can be located on Clubspot, and all notices may be sent electronically as a courtesy <https://theclubspot.com/regatta/eTbbamfXZX>

4 BOATS AND SAILS

- 4.1 Boats will be identified by sail numbers.
- 4.2 The sail combination to be used will be signaled from the RCV with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination</u>
None	Main, Jib, Spinnaker
Code Flag Z	Main, Jib, No Spinnaker

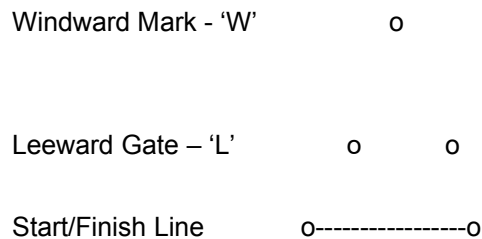
5 FLIGHTS AND MATCHES

Further to NoR 7:

- 5.1 The list of eligible skippers are detailed in SI Addendum A. Pairings will be distributed at the daily competitors’ meeting.
- 5.2 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

6 COURSES

6.1 Configuration (not to scale)



6.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV, at or before the warning signal.

Mark W shall be rounded to starboard. In the event one gate mark is missing, the remaining mark shall be rounded to starboard.

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

6.3 Starting Procedure

- (a) The preparatory signal will be either a Papa flag or a “C” flag with a color flag and multiple sound signals. If a Papa flag is displayed, Mark W will be a Yellow buoy. If a “C” flag is displayed with a color flag and multiple sound signals, Mark W will be a buoy that is the same color as the color flag displayed with the “C” flag. This changes C3.1

7 MARKS/STARTING AND FINISHING LINE

- 7.1 The Starting/Finish mark will be a yellow inflatable mark or yellow robotic mark.
- 7.2 Mark W will be a red, green or yellow inflatable mark.
Mark L is a gate, it will be between two orange robotic marks.
When Mark L is a single mark, it will be an orange robotic mark.

The Change Marks will be a red and green inflatable mark, and they can be laid in any configuration.

- 7.3 Routine movement of robotic marks will not be grounds for redress. This includes marks returning to station after having been pushed away by a boat or competitor and collisions with marks that do not cause damage. RRS 31 still applies.
- 7.4 Any self-correction movement by a robotic mark on the starting line shall not be considered an improper action of the RC and not grounds for redress under 62.1(a). This is added to RRS 27.2
- 7.5 Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.
- 7.6 When looking up the course, the starting and finishing line will be between a staff displaying an orange flag on the RCV at the starboard end and the course side of the starting/finishing mark at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 Changes to the course will be made by signaling a change of course to a new Mark W.
- 8.2 RRS 33 and Race Signals are changed as follows:

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

- 8.3 Signaling vessel

When a change of course is signaled after the first leg, it will be displayed from a boat in the vicinity of Mark L, which may be the RCV that is at one end of the starting/finish line.

9 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 sign is displayed over a numeral pennant, the signal applies to that match only.
- (c) Match umpires may verbally inform competitors in a match that the match is abandoned without an abandonment signal being made by the RC. This changes Race Signals and rule 32.

10 OBSTRUCTIONS

The following object is designated as an obstruction. 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.

- (a) A buoy may be attached to the RCV anchor line at just below keel depth. Boats shall not pass between this buoy and the RCV at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.

11 BREAKDOWN and TIME FOR REPAIRS

- (a) 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 “LIMA” Flag to signal a 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 RCV and remain there, unless otherwise directed.
- (b) The time allowed for repairs will be at the discretion of the RC.
- (c) After the attention signal of a flight, a match will not be postponed or abandoned due to a breakdown unless the breakdown signal was displayed as required by SI 10.1.
- (d) 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 TIME LIMIT

A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35 and A5.

13 RISK STATEMENT

Refer to NoR 14.

14 [NP] SUPPORT PERSONS

This event is designated as a US Sailing Grade 3 Event for coaching purposes. See the US Sailing’s Coaching and Support Boat Policy at <https://www.ussailing.org/competition/resources/coaching-and-support-boat-policy/> There will be no private/team coaching nor US Sailing-supplied coaches during the regatta.

15 USE OF PERSONAL FLOTATION

Regulation 10.04 A 1: For US Sailing Adult qualifying and championship events in keelboats, each competitor shall wear a USCG approved PFD at all times while on the water, except for brief periods while adding or removing clothing. This modifies RRS 40 and the preamble to Part 4. In addition, per US Sailing Regulations 10.04 D, a violation of this Instruction may be protested by race officials or a competitor; however, an inadvertent and momentary breach of this instruction may receive a penalty less than disqualification at the discretion of the protest committee. This changes rule 64.1”

16 PROHIBITED SUBSTANCES

Regulation 10.03 PROHIBITED SUBSTANCES

- (a) For adult US Sailing championship events, no competitor shall use or possess, either on or off the water: marijuana or any other substance if possession is illegal under state or federal law.
- (b) For Junior and Youth events or for junior or youth competitors in any US Sailing championship, no participant or competitor shall use or possess, either on or off the water:
 - 1. marijuana or any other substance if possession is illegal under state or federal law; or
 - 2. any alcoholic beverages.
- (c) An alleged breach of one of these regulations shall not be grounds for a protest; this changes rules 60.1(a), 60.2(a) and 60.3(a). However, when the protest committee believes that a competitor may have breached one of these regulations, it shall follow the process described in the Championships Code of Conduct. If a competitor is found to have breached one of the elements within the Code of Conduct, they shall be excluded from the remaining races of the series and, where practicable, removed from the regatta venue and sent home. When a competitor withdraws from part of an event pursuant to the Code, the scores of all completed races shall stand for the purposes of determining the seeding of subsequent rounds or stages in the event. However, that competitor’s boat/team will no longer be eligible to compete in the event, shall be removed from the final event scores, and each boat/team with a worse finishing place in the event shall be moved up one place.

SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS and PAIRING LISTS/KNOCK-OUT TABLE

Skippers List

Skipper Name	World Sailing Ranking
Allie Blecher	Women's 13
Janel Martin	Women's 15
Bridget Groble	Women's 18
Marilyn Cassedy	Women's 26
Danielle Gallo	Women's 65
Caroline Bayless	Open 403
Sydney Monahan	NR
Blake Oberbauer	NR
Lindsey Baab	NR
Gwynie Dunlevy	NR

Pairing lists will be distributed at the competitor meeting.

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF RACES

EVENT FORMAT

Skippers will be seeded into a round robin based on World Sailing ranking list 30 days prior to the event.

1. After the **First Stage** the following will apply:
 - (a) Skippers will be paired based on ranking in the First Stage with the highest ranked skipper paired with the lowest and the other skippers paired accordingly, unless the stage specifies a different arrangement.
 - (b) Further matches in the series will not be sailed once the first skipper scores the points required for that stage.

Stage 1 – Round Robin

- (a) All skippers are scheduled to sail against all other skippers once per round robin

Stage 2 – Quarter Final Knock-outs

- (a) Skippers placing 1 through 8 in the round robin will be paired 1 v 8, 2 v 7, etc in accordance with a table to be distributed by the RC.
- (b) The first skippers to score at least three (3) points qualify for Stage 3

Stage 3 – Semi-Finals

- (a) Of the skippers qualified for this stage, the skipper with the highest place in Stage 1 will pick his/her opponent and will have the starboard entry for their first race. The remaining two skippers will race each other and the skipper with the highest place in Stage 1 will have the starboard entry for their first race.
- (b) The first skippers to score at least **three (3) points** will proceed to Stage 5
- (c) The other skippers will move to Stage 4

Stage 4 – Petite-Final Knockout Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper to score at least **two (2) points** will place third in the regatta. The other skipper will place fourth.

Stage 5 – Final Series

- (a) The skippers qualifying for this stage will be paired in accordance with a table to be distributed by the RC.
- (b) The first skipper to score at least **three (3) points** will be the winner. The other skipper will place second.

Stage 6- Consolation Round Robin

- (a) Skippers placing 5 and lower after Stage 2 (or placing 5 through 10 in Stage 1 if Stage 2 is not sailed) will be paired to sail each other once in accordance with a table to be distributed by the RC. The results of this round robin will be for places five through tenth.
- (b) This stage will be run concurrently with stages 3 through 5.

SI ADDENDUM C – HANDLING of BOATS

1. GENERAL

- 1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.
- 1.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the jury.
- 1.3 Any request to alter the equipment on a boat shall be in writing and worded to the permit a yes/no answer.
- 1.4 [NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.
- 1.5 [DMG] The crew sailing the boat shall report any loss of provided equipment, damage, or other problem with the boat to the race committee as soon as practical after finishing, and to bosun during water swaps or ashore after the last race for the boat each day.
- 1.6 A breach of an SI in this addendum marked [UMP] is subject to action by umpires in accordance with RRS C8.2. A boat may not protest another boat under a rule marked [UMP]. This changes RRX C6.2 ad C8.2. A breach of a SI in this addendum marked [DMG] will be considered as damage and the cost of the rectification will be deducted from the damage deposit.

2 [NP] 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 or OA/Bosun.
- 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 such as black electrical tape or duct tape.
- 2.10 Using a flattener as a reef or using a reef line as an outhaul.
- 2.11 Omitting any headsail car or turning block before sheeting onto a cleat.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Moving or removing mast blocks
- 2.14 Attaching lines to the fabric of spinnakers.
- 2.15 Perforating sails, even to attach tell tales.
- 2.16 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.17 The use of electronic equipment, unless permitted by SI C3.
- 2.18 [UMP] Using the spinnaker pole to wing out the foresail.
- 2.19 [UMP] 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.
- 2.20 [UMP] Hiking off sheets other than working sheets. Halyards and control lines are not working sheet

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape other than duct tape (gray tape)
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pencil/pen
- (e) paper
- (f) tell-tale material
- (g) watch, timers and hand-held compass, competitor supplied VHF used in accordance with C2.17, and small personal video devices such as GoPro.
- (h) velcro tape
- (i) spare flags
- (j) shackles and clevis/cotter pins
- (k) PDFs 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 on working sheets forward of any rope clutches.
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix C6
- (g) make notes
- (h) personal safety
- (i) changing the number of mainsheet or jib sheet 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 [DMG] At the end of each sailing day:

- (a) rolling mainsail and jib, and 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) securing helm
- (d) securing the boat to its dock as directed
- (e) releasing backstay tension
- (f) Y flags shall be returned to the OA after the conclusion of racing on Sunday.

4.3 [DMG] 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. Emptying the bucket of trash when ashore. Trash, including tape, left onboard may result in a cleaning fee of \$100.00.

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
- Jib
- Spinnaker
- One spinnaker pole
- One VHF radio (supplied by OA)
- One continuous jib sheet
- Two spinnaker sheets
- Two twings
- Tiller extension

Tackle

- Bucket
- Sponge
- Tow line

Flags

- Yellow and Blue backstay flags
- One handheld Y Flag
- Lima / Distress Flag
- Red sidestay flag

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.