



Visit Annapolis & Anne Arundel County 2023 Santa Maria Cup

A part of the Women's World Match Race Tour



Eastport Yacht Club - Organising Authority (OA)

May 1-4, 2023

Annapolis, MD, USA

<http://www.santamariacup.org>

Sailing Instructions

1 RULES

- 1.1 The event is governed by the rules as detailed in NoR 1.
- 1.2 Abbreviations and Penalties for breaking a rule of these SIs 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] - Add new rule RRS C8.3(d) as follows: "breaks a rule in SI marked [Ump]."
 - [DMG] - When marked, breaking this rule will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 1.2 When the umpires proceed under Racing Rules of Sailing (RRS) C8.6 they will be guided by SI Addendum A.
- 1.3 SI Addendum B contains the rules for handling of boats and the equipment.
- 1.4 The following RRS are changed as follows:
 - (a) When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 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.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SIs 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 Changes to the SIs 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 signal vessel. The changes will be communicated by the race committee on VHF radio. Alternatively, an umpire may communicate these changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 On the water, the race committee intends to monitor and communicate with boats on **VHF radio channel 73. Boats should monitor this channel at all times while on the water.**

4 BOATS AND SAILS

- 4.1 Boats will be identified by number on the bow.

- 4.2 The mainsails may display numbers and/or skipper's names as provided by the OA.
4.3 The sail combination to be used will be signalled from the race committee signal vessel prior to the attention signal. The signals will have the following meanings:

Signal	Sail combination to be used
No Signal	Main, Jib, Spinnaker
Flag T	Main, Jib only

5 FLIGHTS AND MATCHES

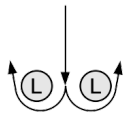
- 5.1 The match pairing lists will be distributed at the first morning briefing.
5.2 The matches to be sailed in the next flight will be displayed in order of starting on the race committee signal vessel.
5.3 The race committee may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The race committee will advise competitors of any such change by VHF radio.
5.4 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. The numerical pennant of the match not starting will be displayed from the time of the warning signal to the starting signal for the blank start.

6 COURSES

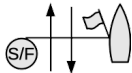
- 6.1 Configuration (not to scale)



Mark W shall be rounded to starboard.



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



- 6.2 Signals and Course to be Sailed
Course signals will be displayed from the race committee signal vessel at or before the warning signal.

Signal	Course
No Signal	Start - W - L - W - Finish
S	Start - W - Finish

7 MARKS / STARTING AND FINISHING LINE

- 7.1 Marks W will be a yellow tetrahedron, Replacement Mark W, as provided in SI 8, will be pink or green tetrahedrons.
7.2 Marks L will be orange cylinders.
7.3 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the race committee signal vessel at the starboard end and the course side of a MarkSetBot or a green cylinder at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

- 8.1 The race committee may move a mark or the finishing line without signal provided no boat is on a leg to the mark.
8.2 Alternatively, to change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. In this case, RRS 33 and Race Signals is changed as follows:



- (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.

8.2 Vessel signalling a course change:

- (a) When a change of course is made for the first leg, the signal will be displayed from the race committee signal vessel 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.

9 [NP] [UMP] OBSTRUCTIONS

- 9.1 The following areas that may be designated as obstruction(s) are shown in SI Addendum C. The orange balls for an area not near the racing area may not be set. The race committee will announce obstruction areas in effect on VHF radio.
- 9.2 A buoy may be attached to the race committee signal vessel anchor line at just below keel depth. Boats shall not pass between this buoy and the race committee signal vessel 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.

10 BREAKDOWN and TIME FOR REPAIRS

- 10.1 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 green 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 race committee signal vessel and remain there, unless otherwise directed.
- 10.2 The time allowed for repairs will be at the discretion of the race committee.
- 10.3 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 10.1.
- 10.4 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.

11 TIME LIMIT

- 11.1 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.

12 RISK STATEMENT

See NoR 13.



SI ADDENDUM A – DAMAGE PENALTIES

RRS 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.
Level C - Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need repair work before racing again.

Point Penalties - to be applied without a hearing (this changes 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 B – HANDLING of BOATS

B1 GENERAL

- B1.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the jury.
- B1.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- B1.4 [NP] Other restrictions or instructions may be given to the boats by the race committee via VHF radio or verbally by an umpire. Flag 3rd substitute is not required.
- B1.5 [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 practicable after finishing, and to bosun during on-water boat swaps or ashore after the last race for the boat each day.

B2 SUPPLIED EQUIPMENT

- B2.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except as permitted in this attachment.
- B2.2 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.1(a).
- B2.3 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing.
- (a) SAILS and SAILING EQUIPMENT
- 1 Mainsail and set of battens
 - 1 Main sheet
 - 1 Headsail and headsail battens
 - 2 Headsail sheets
 - 2 Jib cars
 - 1 Spinnaker pole
 - 1 Spinnaker
 - 2 Spinnaker sheets
 - 1 Backstay adjustment line
 - 1 Tiller extension
 - 1 winch handle

- (b) OTHER EQUIPMENT
- 4 orange lifejackets in bag
 - Bucket and lanyard
 - Throwable floatation device
 - Companionway hatch and door
- (c) FLAGS
- Green Flag (on port shroud)
 - Red Flag (on starboard shroud)
 - Blue and Yellow Flag (on backstay)

B3 MANDATORY ACTIONS

- B3.1 [NP] Boats shall obey speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- B3.2 [DMG] At the end of each sailing day, competitors shall:
- (a) roll (or fold), bag, and stow all sails
- (b) leave the boat in the same state of cleanliness as when first boarded that day
- (c) release backstay tension
- (d) remove all tape and trash, cover with companionway hatch and door

B4 PROHIBITED ACTIONS

- B4.1 An action listed in B4 is prohibited unless it is a permitted action listed in B5.
- B4.2 Any additions, omissions or alterations to the equipment supplied.
- B4.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- B4.4 The replacement or removal of any equipment without the permission of the race committee.
- B4.5 Sailing the boat in a manner that it is reasonable to predict that damage would result.
- B4.6 Moving equipment from its normal stowage position except when being used.
- B4.7 Boarding a boat without prior permission.
- B4.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the race committee, or, on race days, while flag AP is displayed ashore.
- B4.9 Hauling out a boat.



- B4.10 Heeling a boat using the mast or shrouds to clean the hull.
- B4.11 The use of electronic or navigation equipment.
- B4.12 [UMP] Using the spinnaker pole to wing out the foresail.
- B4.13 Adjusting or altering the tension of standing rigging, other than the rope line to adjust the backstay.
- B4.14 Changing the number of purchases of running rigging.
- B4.15 [DMG] Use of duct or gaffing tape. Use of rigging tape or plastic tape is permitted provided it does not leave a residue.
- B4.16 [DMG] Marking directly on the hull, deck, sails, or lines. Rigging or plastic tape may be used to mark control lines or the deck. Marking pens may be used on tape.
- B4.17 [DMG] Attaching lines to the fabric of spinnakers.
- B4.18 [DMG] Perforating sails or modifying the sails in any way.
- B4.19 [UMP] Using a winch to adjust the mainsheet, backstay, or vang.
- B4.20 [UMP] Roll tacking and gybing - Crew shall not use the mast, or 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.
- (k) mobile phone(s)
- B5.3 Competitors may use the equipment in B5.2 to:
 - (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales (but not to sails)
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings with tape or by marking on tape only
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per SI or RRS
 - (g) personal safety
- B5.4 Communication via VHF with race committee, umpires, or OA.
- B5.5 Mobile phones may be used for personal use while not racing.
- B5.7 Changing the number of mainsheet purchases.
- B5.8 Changing the number of foresail sheet purchases between 1:1 and 2:1.
- B5.9 Cross winching foresail sheets.
- B5.10 Dock lines and fenders may be left at the dock.

B5 PERMITTED ACTIONS

- B5.1 An action listed in B5 is permitted, even if it conflicts with a prohibited action listed in B4.
- B5.2 The following equipment may be brought aboard by competitors:
 - (a) basic hand tools
 - (b) rigging or plastic tape (but not duct or gaffing tape)
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material (not to be put on sails)
 - (f) handheld compasses, watches, timers, and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) spare flags
 - (j) VHF radio (mandatory per NoR 3.2)

SI ADDENDUM C – OBSTRUCTIONS

- C.1 The black dots indicate government marks marking an obstruction area. The obstruction areas is in effect at all times, even when boats are not racing [DMG].
- C.2 [UMP] Boats shall stay on the river (northeast) side of the red line connecting the government marks shown on the chart below, unless orange balls have been placed.
- C.3 [UMP] When orange balls have been placed, boats shall stay on the river (northeast) side of lines from government mark to each orange ball and to the next government mark (as shown in example)

