

Canterbury J v EC12 Match Racing Championships 2018

SUPPLEMENTARY NOTES

PREAMBLE: These notes are not part of the Notice of Race (NOR) or the Sailing Instructions, (SI's) neither do they override them. These notes are only to help clarify some of the Match Racing rules which may be obscure to some sailors. Although the previously distributed NOR and SI's may appear complicated at first glance, the rules we are sailing under are little different from former years. Hopefully this information will help clarify how the match racing is conducted and pre-empt lots of questions at the briefing.

1. DELETED RULES. The SI's have deleted all Match Racing rules pertaining to umpiring or anything not relevant to Radio Sailing (RS) yachts, thus simplifying what we need to know. However it should be noted that in the 2017-20 RRS, match racing rules have deleted rules 16.2 and 17 and we will be adhering to these deletions.
2. CHANGED RULES. The changes relate mainly to deleting reference to umpiring, start timing, displayed flags or anything irrelevant to RS yachts. Some rules are modified where it was felt they were too difficult for some to grasp, but few of the basic match racing rules are changed in principal.
3. THE START SYSTEM. Both boats in the match are assigned an opposite start entry side, one from the port and one from the starboard.
 - a). The start sequence countdown will be using the customised CJCOA match racing starter system.
 - b) Prior to the starter system being activated, both boats should already be in position outside of an imaginary line at 90o to the start line and extending through the start marks at each end of the line both above and below the start line.
 - c) Once the countdown is activated at 2 minutes 30 seconds prior to the start, (accompanied by a sound signal and a hail of "ATTENTION") no boats are permitted to cross through this imaginary 90o line.
 - d) When the countdown calls "ENTER" at 2 minutes prior to start, this is the beginning of the pre-start entry time. Boats now have 60 seconds to enter into the start area by first crossing through the 90o line then the start line from the course side for the first time.
 - e) When the countdown calls "END OF ENTRY TIME" 60 seconds both boats should have completely cleared and entered into the pre-start side of the start line. (Getting the bow across does not qualify). This is the end of the pre-start entry time.
 - f) Any boat which has either crossed the imaginary 90o line before the "ENTER" signal or, not entered the pre-start area before the "END OF ENTRY" time, will incur an automatic penalty.
 - g) Any penalties incurred during the start sequence must be exonerated after starting and before finishing.
4. ZONES. The 4 boat length zone we are used to in Radio Sailing rules still apply for simplicity. The rule that changes the zone for match racing (C2.4) is deleted.

6. PENALTY SYSTEM.

(a) In match racing there are prescribed ways of taking penalties when either on a beat or off wind. See RRS C7.2(a). These rules will apply. When on a leg of a course to a windward mark, she shall gybe and, as soon as reasonably possible, luff to a close hauled course.

When on a leg of the course to a leeward mark or the finishing line, she shall tack and, as soon as reasonably possible, bear away to a course that is more than 90° from the true wind.

b) No part of any penalties are allowed to be taken inside any rounding mark zone. RRS C7.3(b). This is important to know. Marks of the course that require rounding are 'rounding marks'. Start marks and finishing marks are not rounding marks but called 'passing marks' so penalties can be exonerated in their zones.

c) It should be noted that if the penalty is not taken as prescribed or there is a delay during the penalty sequence, then that boat is deemed not to be taking a penalty. See RRS C7.4(b).

d) NOTE: Sailing Instructions clause 1.3 (10), and refer to the rule (E6.3) If this protest hailing procedure is not followed and the protest comes before a hearing, it will not be heard by the protest committee.

7. OUTSTANDING PENALTIES. All penalties must be taken after starting and before finishing. RRS C7.3(c).

a) A boat with one outstanding penalty can take it any time she chooses after starting and before finishing . RRS C7.3(c).

b) If a boat has two outstanding penalties, one penalty must be exonerated "as soon as reasonably possible". RRS C7.3(c).

c) If a boat has one or two outstanding penalties and her opponent is penalized. One penalty for each boat is cancelled. RRS C7.2(e).

d) If a boat has two outstanding penalties and then incurs another penalty and accepts she has broken a rule, she shall retire from that match. See SI clause 1.3. refer RRS C7.2(f).