



2023 Ficker Cup World Match Racing Tour World Sailing Grade 2

April 14-16, 2023
Registration and Practice April 13

SAILING INSTRUCTIONS Amended April 13, 2023

1 RULES

- 1.1 The event is governed by the rules as detailed in the NoR.
- 1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.
- 1.3 Further to NoR 1.3, the RRS is changed as follows:
 - (a) When flag AP is displayed ashore from the East Deck Flagpole, '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.**
 - (d) When a boat in a match fails to sail the course, she will be disqualified without a hearing and scored zero points unless both of the boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course. **This changes RRS 28, 35, 63.1, 90.3(a), A5 and C10.7.**
 - (e) Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes or retires 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.
 - (f) A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. **This changes RRS 60.1(b) and 62.1(a).**
 - (g) Errors or omissions by the RC will NOT be grounds for redress by a competitor. In the event of an error or omission, the Match or Chief Umpire may notify the RC of the incident and request postponement or abandonment. **This changes RRS 62.1 (a).**
- 1.4 **[DP]** Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be misconduct.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the SI will be posted before 1000 hours on the day it will take effect, except that any change to the schedule of races will be posted by 2000 hours on the day before it will take effect.
- 2.2 Flag L over 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 racecourse.
- 2.3 Changes to the SI made afloat will be signaled by the display of Flag 3rd substitute with three sound signals from the RC signal vessel. An umpire may communicate these changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 69 or as announced at the skipper's briefing.

4 BOATS AND SAILS

- 4.1 Boats will be identified by hull number.
4.2 The mainsails shall display skipper's names as provided by the OA.
4.3 The sail combination to be used will be signaled from the RC signal vessel with or before the attention signal. The signals will have the following meanings:

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

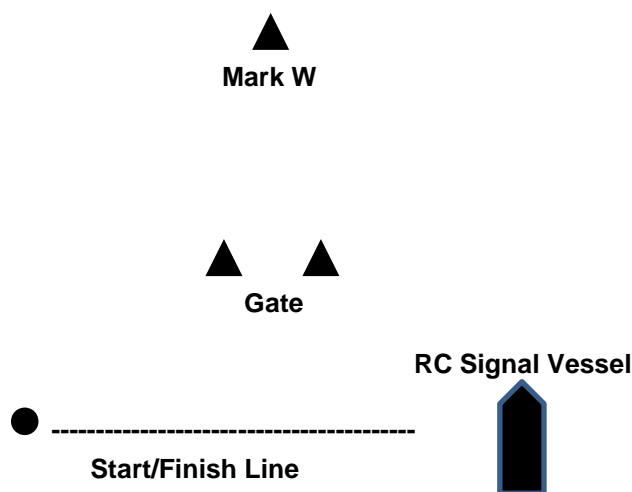
- 4.4 Boats shall be supplied with a mainsail, a genoa, a jib and a spinnaker. Sails shall remain with the boats.
4.5 The OA or RC may require rotation of sails for any reason. Rotation of sails by the OA or RC shall NOT be grounds for redress by a competitor. **This changes RRS 62.1(a).**
4.6 The RC 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.
4.7 The RC may permit a substitute boat or sail when it is satisfied the original boat or sail is damaged and that repairs in the time available are not practical.
4.8 Other restrictions or instructions may be given to the boats verbally by an umpire. Lima flag is not required.

5 FLIGHTS AND MATCHES

- Further to NoR 7:
5.1 The match pairing lists are detailed in SI Addendum A.
5.2 The flight number will be displayed as a numeral placard from the RC signal vessel. The next flight and matches to be sailed in that flight will be displayed in order of starting.
5.3 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. A numeral pennant corresponding to the match number will be displayed from the time of the warning signal to the starting signal for the blank start.
5.4 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 Course Configuration (not to scale)



- 6.2 Signals and Course to be Sailed
Course signals will be displayed from the RC signal vessel upper deck 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.

SIGNAL	COURSE
No Signal	Start – W – Gate – W – Finish
Flag S	Start – W – Finish

6.3 RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten a match for any reason, after consulting with the match umpires when practical.'

6.4 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

7 MARKS / STARTING AND FINISHING LINE

7.1 Mark W will be a YELLOW tetrahedron. Gate Marks will be ORANGE tetrahedrons.

7.2 The replacement marks, as provided in SI 8, will be either RED, GREEN or YELLOW tetrahedrons.

7.3 When looking up the course, the starting and finishing line is between a staff displaying a black and gold flag on the RC signal vessel at the starboard end and the course side of a black and gold sphere at the port end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

8.1 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.

RRS 33 and Race Signals is changed as follows:

- (a) Flag "C" and a colored flag means: 'The windward mark has been moved. Sail to a mark the same color as the flag.'
- (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- (c) When a change of course is made for the **first leg**, the signal will be displayed from the RC signal vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- (d) When a change of course is signaled after the first leg it shall be displayed from a vessel in the vicinity of the Gate Marks.

9 OBSTRUCTIONS

The following areas are designated as obstructions. A breach of this sailing instruction is not open to protest by a boat but is subject to action by umpires in accordance with RRS C8.2. **This changes RRS C6.2 and C8.2.**

9.1 Belmont Pier

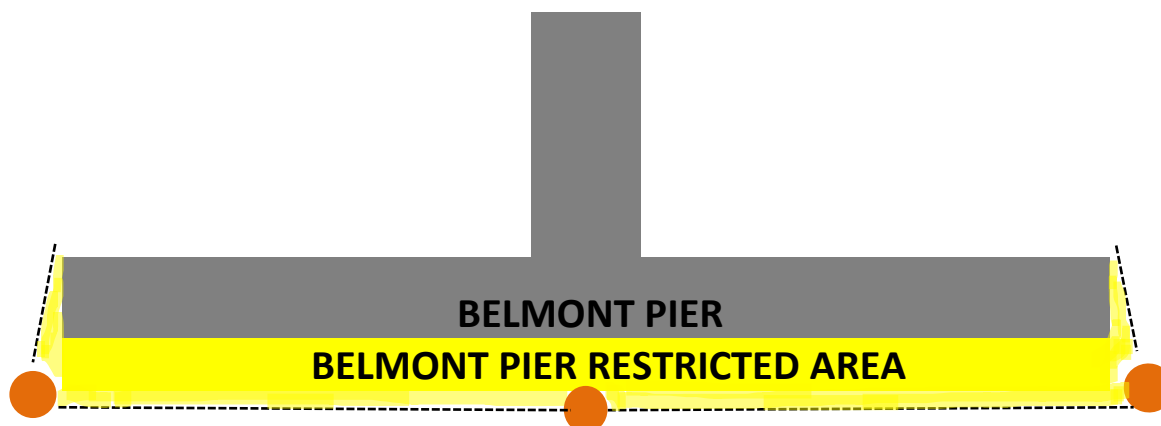
The Belmont Pier is a hazard to navigation for boats sailing in the prestart area. In addition to concrete pilings and overhangs, there are light poles and fixtures and other equipment protruding from above.

- (a) No part of the boat shall come into contact with the Belmont Pier or its fixtures or attachments.
- (b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.

9.2 Belmont Pier Restriction Zone

A number of buoys may be placed in a line parallel to the Belmont Pier, approximately two (2) boat lengths from the pier, creating a restricted area. (See diagram).

- (a) No part of a boat's hull shall enter the restricted area.
- (b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching the buoys defining this area.



9.3 East Pier Swimming Area

There are a number of small buoys laid parallel to the shoreline, just east of the Belmont Pier marking the Swimming area. The buoys are white and may have orange and/or black markings. (SEE AERIAL PHOTO BELOW).

- (a) No part of the boat shall cross the imaginary straight line between any two adjacent buoys or their extensions.
- (b) This area ranks as an obstruction and is the limit of safe pilotage for the purposes of Part 2 of the RRS.
- (c) There is no penalty for touching the buoys defining this area.



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 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 starboard of the RC signal vessel and remain there, until otherwise directed.
- 10.2 The time allowed for repairs shall be at the discretion of the RC.
- 10.3 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.
- 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

A boat that does not finish within 5 minutes after her opponent has sailed the course and finished will be scored zero points. **This changes RRS 35.**

12 RISK STATEMENT

Refer to NoR 14.

13 FURTHER INFORMATION

Regatta Chairman	Tony Mansour	tony.mansour@gmail.com	(310) 720-0613
Principal Race Officer	Wendy Corzine	wendycorzine@gmail.com	(562) 305-8222
Chief Umpire	Philippe Michel	ph.michel.7@gmail.com	
Race Office	Cameron MacLaren	raceoffice@lbyc.org	(562) 294-5161

ATTACHMENTS:

- Addendum A LIST OF ELIGIBLE SKIPPERS and PAIRING LIST
- Addendum B HANDLING of BOATS
- Addendum C EQUIPMENT LIST
- Addendum D DAMAGE PENALTIES
- Addendum E BOAT ROTATION LIST
- Addendum F EVENT FORMAT



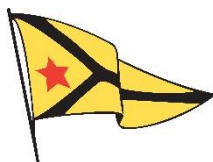
SAILING INSTRUCTIONS ADDENDUM A

LIST OF ELIGIBLE SKIPPERS and PAIRING LIST

	ID	SKIPPER	COUNTRY	WS RANK
	HOL	Peter HOLZ	USA	6
	PET	Jeffrey PETERSEN	USA	9
	BRE	Nicole BREAULT	USA	11
	POT	Pearson POTTS	USA	18 17
	HOO	Dave HOOD	USA	14 23
	THO	Megan THOMSON	NZL	31 30
	FIN	Ruairi FINNEGAN	IRL	35 34
	WEI	Christopher WEIS	USA	36 76

WS Rank as of ~~March~~ April 1, 2023

The pairing list will be provided at the initial skippers briefing.



SAILING INSTRUCTIONS ADDENDUM B

HANDLING OF CATALINA 37 BOATS

1 GENERAL

Boats shall be sailed as rigged. No adjustments, additions or subtractions to the rigging, of any kind, are permitted. While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. **This changes RRS 62.**

[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.

2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by the Race Committee 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.
- 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 the "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tails.
- 2.11 Radio transmission (including cell phones), except to report damage, emergency or in response to request from the RC.
- 2.12 Adjusting or altering the tension of the standing rigging or lifelines.
- 2.13 Using a winch to adjust the mainsheet, backstay or boom vang.
- 2.14 Cross winching of fore sails.
- 2.15 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.16 The use of electronic instruments other than compass or watches and the use of GPS functions in watches or compasses.
- 2.17 Marking directly on the hull or deck with permanent ink.
- 2.18 After the starting signal and while sailing close hauled for more than 10 seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, by the boom vang or by the traveler.
- 2.19 End-for-end gybes – spinnaker poles shall be gybed with the inner end attached to the mast at all times.
- 2.20 Customization of spinnaker poles – they are to be used as rigged without any additional equipment or modification. The length of the trip line shall remain as rigged.
- 2.21 Taking apart a winch.
- 2.22 Removal of any of the battens from the mainsail while sailing.
- 2.23 Use of duct tape or clear shipping tape anywhere on the boat unless directed by OA or RC.

- 2.24 Writing instructions or making marks directly on the boat, unless on tape strips.
- 2.25 Using a spare halyard and winch to induce mast bend or using a spare halyard as the spinnaker pole topping lift.
- 2.26 Tampering in ANY way with the engine gear shift, shift cable, linkage or shift lever to allow the transmission to be in neutral and the propeller to spin while in compliance with Addendum B4.6.

3 PERMITTED ITEMS AND ACTIONS

The following are permitted:

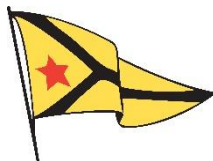
- 3.1 A ditty bag containing:
 - a. Basic hand tools
 - b. Vinyl or masking tape
 - c. Line (elastic or otherwise, of 4mm diameter or less)
 - d. Marking pens
 - e. Tell-tale material
 - f. Watches or timers, and a handheld compass (Except those containing GPS)
 - g. Shackles and clevis pins
 - h. Velcro tape
 - i. Boson's chair or climbing harness
 - j. Personal gear
 - k. VHF Radio
- 3.2 Using the contents of the bag to:
 - a. Prevent the fouling of lines, sails or sheets
 - b. Attach tell tales
 - c. Prevent sails being damaged or falling overboard
 - d. Mark control settings
 - e. Make minor repairs
- 3.3 A crewman is permitted to go aloft only to inspect the mast or rigging, or to make a necessary on-the-water repair while racing. Additional taping of spreader tips is not permitted by crews. If additional spreader tip taping is required, a repair request must be submitted to a Race Committee member for handling by the regatta rigger.
- 3.4 Four dock lines and two fenders shall be carried aboard while racing. Dock lines may be used for flossing.

4 MANDATORY ITEMS AND ACTIONS

The following shall be mandatory:

- 4.1 Compliance with directions for use of the Catalina 37's type boats and this ADDENDUM. 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 boats are exchanged 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 sails as directed.
 - b. Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.3 At the end of the final day for a particular boat, the crew shall clean the boat (cabin and decks), remove all trash and remove all tape and marks.
- 4.4 Any request to alter, in any way the equipment on a boat, shall be in writing and be worded to permit a yes or no answer.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving and returning to the berth or mooring.
- 4.6 The engine gear lever and transmission shall be in the reverse position while racing. The gear shift shall be taped in place with clear packaging tape provided by the OA.
- 4.7 When shifting from forward to reverse or reverse to forward, idle the engine before engaging the new gear.
- 4.8 Infringement of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 4.9 The spinnaker foreguy shall be rigged as 2 for 1 purchase systems, with the tail ends dead ended at the fore guy cleats.

- 4.10 Spinnaker sheet turning blocks shall be attached to the outer aft eye strap near the shear line, with the sheets led through the blocks, inside the lifelines. The spinnaker sheet and guy shall remain attached to the spinnaker at all times while set. The spinnaker sheet and guy shackles may be connected to facilitate attachment to the sail.
- 4.11 Three fore guy blocks shall be attached (one to the spinnaker pole, two the fore guy eye on the deck).
- 4.12 Luff hanks are to remain attached to the headstay while sailing and taped to prevent sail damage
- 4.13 Halyards shall remain in the mast while sailing
- 4.14 The outhaul shackle, clew strap, tack pin and main cunningham hook shall remain attached to the mainsail while sailing.
- 4.15 Jib lead cars shall be attached to jib tracks with the detent pin facing aft.
- 4.16 Jib sheets shall be led through jib sheet lead cars, through the turning blocks and to the forward cockpit winches and attached to the jib or genoa. Wire and plastic zip ties may not be used.
- 4.17 Stern lifelines shall be attached while racing.



SAILING INSTRUCTIONS ADDENDUM C

EQUIPMENT LIST

The following non-fixed items, to the extent 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 with mainsail bag and set of battens
- Genoa with genoa bag
- Jib with jib bag and battens
- Spinnaker with spinnaker bag
- One spinnaker pole
- Two spinnaker sheets with shackle
- Two spinnaker sheet blocks
- Two spinnaker afterguys with shackle and donut
- One foreguy
- 3 foreguy blocks with snapshackle
- Four headsail sheets
- Three winch handles
- Two genoa cars

SAFETY GEAR

- Eight Life Jackets
- One throwable cushion
- One handheld VHF radio
- Bilge pump handle
- Fire extinguisher
- Emergency tiller/deck plate key
- Emergency box with whistle, flares, first aid kit
- Any other equipment placed on board by OA

TOOLS

- Bucket and sponge
- Ignition key
- Companionway padlock

GROUND TACKLE

- One anchor and rode

MOORING LINES and FENDERS

- Four dock lines
- Two fenders

GALLEY EQUIPMENT

- One ice chest

FLAGS

- Yellow
- Blue
- Red
- Lima (Breakdown)
- Y Flag



SAILING INSTRUCTIONS ADDENDUM D

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 reason 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 Appendix C8.6);

Level	Round Robin	Knock Outs
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 after 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. Monetary deductions are assessed separately after closer inspection by the OA representative, and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.

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.



SAILING INSTRUCTIONS ADDENDUM E

BOAT ROTATION SCHEDULE

SKIPPER	FRIDAY	SATURDAY	SUNDAY
PETERSEN	2	4	5
HOLZ	4	5	6
THOMSON	5	6	7
WEIS	6	7	8
POTTS	7	8	9
BREAULT	8	9	10
FINNEGAN	9	10	2
HOOD	10	2	4

Competitors will use initial boat drawn for practice and racing on the first day



SAILING INSTRUCTIONS ADDENDUM F

EVENT FORMAT

STAGE 1 DOUBLE ROUND ROBIN SERIES

All skippers will sail a Double Round Robin – each skipper sails against all other skippers two times. The pairing lists (SI Addendum A) will be available at the initial skippers briefing.

Skippers shall be ranked from 1st to last based on points from Stage 1. Ties will be decided as described in RRS C11. In the event that Stage 1 is not completed, RRS C10 shall apply.

If the event format must be changed or shortened and a knockout series is required, the skipper with the higher ranking in the combined completed or partially completed round robins will enter from starboard in the initial match and alternate thereafter.

The top four ranking skippers will advance to Stage 2.

STAGE 2 SEMI-FINALS

When requested by the RC to do so, the skipper finishing first in Stage 1 shall select his opponent from the other three skippers who qualified for Stage 2. They will be Match 2.

The remaining two skippers shall race each other and will be Match 1

The skipper in each match with the highest score in Stage 1 shall enter the course for the first match from the starboard end of the starting line and alternate for each subsequent match.

The first skipper in each Stage 2 match to score three points shall proceed to the Stage 3 Final. The losing skippers shall proceed to the Stage 3 Petite Final.

STAGE 3 PETITE FINAL & FINAL

The losing skippers in Stage 2 shall sail against each other in the Petite Final. The skipper with the highest score in Stage 1 shall enter the course for the first match from the starboard end of the starting line and alternate for each subsequent match. They will be Match 1.

The first skipper to score two points shall be awarded 3rd place, the other skipper will be awarded 4th place.

The winning skippers in Stage 2 shall sail against the other in the Final. The skipper with the highest score in Stage 1 shall enter the course for the first match from the Starboard end of the starting line and alternate for each subsequent match. They will be Match 2.

The first skipper to score two points shall be the winner. The other skipper will be awarded 2nd place.