

**Match Racing Seminar**  
**Appendix C**  
**By: Bayless Kirtley**  
**Updated: 09/11/2009**

**Abstract**

The goal of this seminar is to familiarize all the contestants as well as the umpires with those aspects of match racing, as defined in Appendix C, which tend to be confusing or at least significantly different from our more usual fleet racing. A match race is a race between two boats. There are special rules governing match racing and these are given in Appendix C. These special rules consist of changes, additions and deletions to the regular Racing Rules of Sailing. For the Commodore's Cup, we will modify parts and even omit parts of Appendix C. Much of the Appendix is fairly understandable but some may be more obscure. As a concession to the time allotted, we will concentrate here on those more complex, or at least different, features.

**C2: Changes to the Definitions and the Rules of Part 2**

**C2.1** This paragraph is included because regular penalties may be delayed and taken at any time before finishing. Such a penalty is termed 'outstanding.' An outstanding penalty may be cancelled according to C7.2(d), even after a boat has crossed the finish line, if the other boat also receives a regular penalty. More on outstanding and cancelled penalties follows later.

**C2.2** A boat taking a penalty is never sailing a *proper course*.

**C2.4** A boat gibing must keep clear until her mainsail has filled on the new side. This is more restrictive than the regular rules where a gybe takes place almost instantaneously.

**C2.5** This deletes rule 16.2 so that if a *port-tack* boat is *keeping clear* by sailing to pass astern of a *starboard-tack* boat, the *starboard-tack* boat may now alter course even if in so doing, the *port-tack* boat would have to immediately change course in order to continue *keeping clear*. Note however that the *starboard-tack* boat must do so in such a way that it is possible for the *port-tack* boat to *keep clear*. If it is impossible for the *port-tack* boat to *keep clear* by immediately altering course then the *starboard-tack* boat would be at fault.

**C2.6** This paragraph has been deleted. It dealt with windward *mark* roundings, which are complex enough without changing the rule and making it even worse. Windward *marks* are to be treated the same as when fleet racing except all *marks* will be left to starboard. This, in itself, creates new considerations. A boat on the port tack layline will not have rights over a starboard tack boat until she is 'about to round the mark'. The port tack boat must *keep clear* unless the starboard boat tacks within the two-length zone.

**C2.7** This paragraph, requiring repeated hand signals as well as the hails when dealing with "Room to Tack at an Obstruction", has been deleted. In the unlikely event this situation arises, the usual hails shall be sufficient.

**C2.10** The propulsion rule applies after the warning signal.

**C3: Race Signals and Changes to Related Rules**

**C3.1** The starting sequence for a match race is significantly different from what we usually do for fleet racing. The attention flag as well as the 10 and 6 minute signals in this section of Appendix C have been eliminated for this series. The starting sequence will be:

Minutes	Visual Signal	Sound Signal	Means
5	White Flag Displayed	One gun	Warning Signal
4	Code Flag P Displayed	One gun	Preparatory Signal
2	Blue or Yellow Flag or both Displayed **	One horn **	End of Pre-Start Entry time
0	Warning and Preparatory Signals removed	One gun	Starting Signal

\*\* These signals will only be made if one or both of the boats fails to comply with the pre-start requirements of C4.2, to be discussed shortly. If displayed, the flag or flags will stay up until the umpires signal a penalty but not longer than one minute. The raising of this signal does not signal any penalty. Only the umpires can signal a penalty and if they do not signal a penalty within that minute then there is no penalty.

Note that the preparatory signal (code flag P) comes down with the *start*, instead of 1 minute before. This signifies the end of the Pre-Start Entry Time (more discussion on this below). The blue and/or yellow flag, if any, will be displayed immediately after, with the associated horn. There is no I flag or ‘around the ends’ rule. Note also that a courtesy whistle will be given approximately 1 minute before the warning signal for every race of every match.

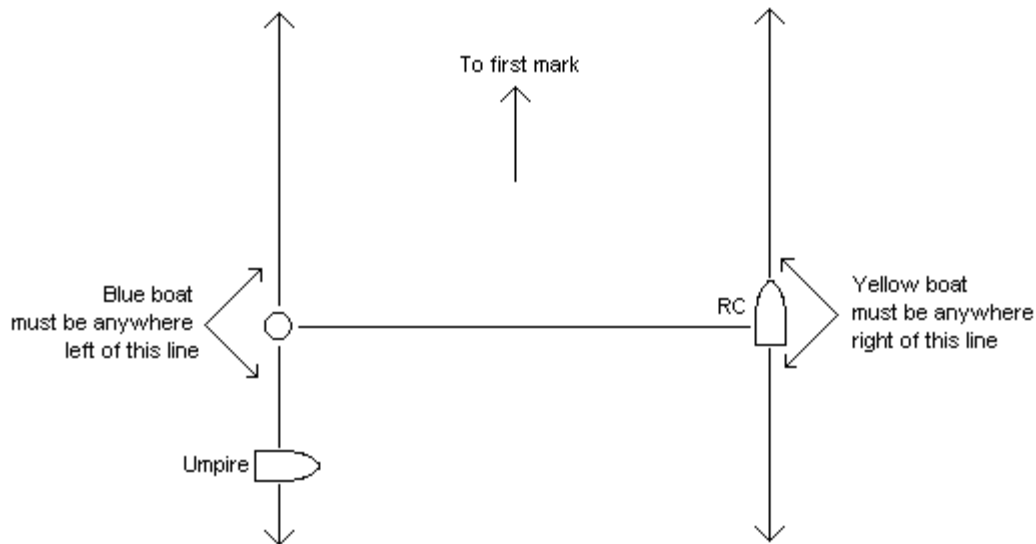
**C3.2** The extensions of the starting line are also considered for purposes of premature starting although. If a boat is above the line or its extensions at her starting signal, the corresponding blue or yellow flag, or both if appropriate, will be displayed until she sails completely below the line or until two minutes after the starting signal, whichever is earlier. Note that there is no penalty, and none will be signaled by the umpires, for a premature start. A boat whose flag was raised as a premature starter, however, must return to the pre-start side of the line and start properly. Failure to do so within a reasonable time will usually result in a ‘black flag’ disqualification.

If a boat fails to start properly but is not a premature starter and sails onto the course side of the starting line or its extensions then the corresponding blue or yellow flag will be displayed. For example, if a boat fails to cross the line after her starting signal, rounds either end, outside the starting marks, and sails onto the course side of the line or its extensions then the corresponding blue or yellow flag will be displayed. The umpires may then signal a penalty. If the boat does not return and start properly, my interpretation is the penalty must be a ‘black flag’ disqualification as the umpires must have determined that the boat did not intend to start.

**C3.3** The blue flag will not be displayed at the finish line to indicate “on station.” This flag is used to identify one of the competitors instead.

**C4** At the preparatory signal (4 minutes & code flag P raised), each boat must be outside a line perpendicular to the starting line and through her respective starting *mark*. The boat wearing the blue marker (blue boat) must be outside the port (pin) end and the boat flying the yellow marker (yellow boat) must be outside the starboard (signal boat) end. Boats are advised to go to their respective ends of the line early as there may be a penalty, at the umpires discretion, for failure to be in position at the signal.

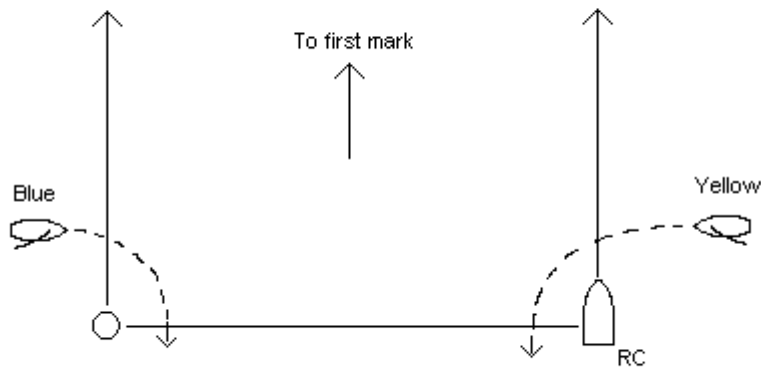
## Required positions at Preparatory signal



Within the two minute period following the preparatory signal, both boats must sail above the starting line, while staying outside the perpendicular lines just mentioned, then sail inside the perpendiculars and completely cross the starting line from the course side to the pre-start side. This means that both boats must cross the starting line during that two minute period and the first time they cross in that period must be from the course side to the pre-start side. Since the line will be fairly short, this almost ensures that there will be some interaction between the boats before the start. The end of this period will not be signaled. It is your responsibility to comply within the two minutes. Again, failure to comply may result in a penalty.

Umpires should note the location of their boat during the two minutes between the raising and lowering of the preparatory signal. This is necessary in order to judge that the port end boat complies with the requirement of being left of the specified line. The race committee must monitor the starboard side boat for similar compliance.

## Required entry into prestart side



The two minutes following the preparatory signal is the Pre-Start Entry Time referenced in C3.1. If either boat fails to comply by not crossing the starting line in the prescribed direction and during the designated time period then the signal boat will display the corresponding blue or yellow flag, or both, with one sound at the end of the period (2 minutes before the starting signal). This does not a penalty signal. The umpires, however, may then signal a penalty. This will be a regular deferred penalty (see penalties below). Depending on the severity of the infraction, multiple penalties may be assigned. The intent is that boats are required to be in close proximity at some time before the start. If the umpires signal a penalty then the signal boat will remove the corresponding flag or flags immediately. If no signal is made within one minute after the end of the pre-start entry time then the flag or flags will be removed at that time and no penalties may be subsequently signaled.

Most of you are probably new to match racing. You may have some concerns about the pre-start maneuvering. This may lead you to waiting until the end of the entry period before crossing the start line. I generally advise against this. The boat that has already done so is under no obligation to allow you free access to the line. She may sit below the line and block your entry until after the period ends (remember, you will be the windward boat), probably resulting in a penalty for you. Also, she may even cross the line to attack you before you cross. Generally, it is advisable to comply with this rule as soon as possible then defend yourself on equal ground as you have no further pre-start obligation.

### **C5: Signals by Umpires**

**C5.7** This paragraph specifies shapes or flags to indicate all outstanding penalties. When a delayed penalty is assessed, the umpires will, after signaling the penalty, continue displaying the flag until the penalty is taken. Equipment being what it is, the system may fail so that there is no visual reminder of outstanding penalties. It is still the responsibility of each competitor to take any pending penalties. The umpires will remember any remaining outstanding. If a boat fails to take her penalties, she will be disqualified.

When one boat protests the other she must display a red flag. References to code flag Y in the full Appendix C are changed to 'red flag'. Note that in the case of a request for redress or a protest for an alleged infringement of a rule not in Part 2, it will also be necessary for the competitor to notify the umpires. Both these circumstances should be quite rare and a more thorough discussion follows later. Most protests on the water will be decided by umpires as soon as possible, usually within seconds. Their

decision will be signaled with flags and sounds. It is also possible that the umpires may initiate a penalty without any protest from either boat. This will be explained in a later section. The signals by the umpires are as follows.

- Green and white flag with one long sound means: No penalty for either boat.
- A blue or yellow flag or both with one long sound signal means: The corresponding boat, or boats, shall take a penalty by complying with C7. This penalty may be taken any time after *starting* and before *finishing*, unless the boat already has a penalty outstanding. In that case, one penalty must be taken as soon as reasonably possible but after *starting*.
- A red flag with or soon after a blue or yellow flag means: The corresponding boat shall take a penalty as soon as possible but not before *starting*.
- A black flag with or soon after a blue or yellow flag means: The corresponding boat is disqualified and the match is over and awarded to the other boat.
- One short sound means: A penalty is now completed.
- Repetitive short sounds mean: A boat is no longer taking a penalty and she must therefore still take it in its entirety. Once a penalty is started, it should be completed quickly. The only case where a delay may be justified is when completing the penalty would interfere with the other boat. In that case, the penalty was probably started at the wrong place or time but it would be legitimate to delay finishing until the other boat cleared.
- A blue or yellow flag displayed from the umpire boat means the identified boat has an outstanding penalty that must be taken before finishing unless it is cancelled by a penalty against the other boat.

### **C6: Protests and Requests for Redress by Boats**

The appendix is changed to specify that all protests and requests for redress shall be signaled by a red flag. It is not necessary to attach the flag to the rigging. Simply waving it to get the umpire's attention is sufficient. Code flag Y, as described in the original Appendix C, will not be used for this event. A boat may protest the other for an alleged infraction of any rule of Part 2 in which she was involved, with these exceptions.

- She may not protest under Rule 14, Avoiding Contact, unless damage or injury results.
- She may not protest under Rule 31, Touching a *Mark*.
- She may not protest under Rule 42, Propulsion.

Any such protest will be decided on the water as soon as possible and the decision signaled by the umpires. The red flag must be removed as soon as the decision is signaled. You may rest assured that the umpires will be watching for any infractions of the above exceptions.

A boat may also protest for any other alleged infringement or may signal a request for redress by also displaying a red flag. In this case though, the umpires will not make the decision on the water; it will be decided, instead, by a protest committee later. Since the signal by the competitor is the same, the umpires probably will not understand the circumstances. Therefore it will be necessary for the competitor to notify the umpires of the reason for the red flag. Be sure to get their attention and an acknowledgement. Remember, the red flag is also used for a protest that may be decided by the umpires and they will be trying to make that decision quickly. If unaware of the special nature of the red flag, they may quickly determine that no foul occurred. Notify them immediately of the nature of the protest. The flag must be removed as soon as acknowledged by the umpires.

### **C7: Penalty System**

The 360 turn for touching a *mark* and 720 turn for committing a foul do not apply in match racing. There are two methods a boat may take a penalty. When on a windward leg, she must gybe then luff to a close-hauled course as soon as possible. When on a leeward leg, she must tack then bear away to a downwind course as soon as possible. Note that a full 360 degree turn is not specified and not required by these definitions. The spinnaker head, if any, must be below the main boom gooseneck while tacking. A penalty must not be taken within two boat lengths of a rounding *mark* and a boat taking a penalty is not sailing a *proper course*.

When a boat with an outstanding penalty passes head to wind on a leeward leg or gybes on a windward leg, she is taking a penalty. If she fails to take the penalty correctly or does not complete it as soon as possible, the umpires shall make repeated short sound signals to indicate that she is no longer taking a penalty and the full penalty shall remain outstanding.

If a boat is penalized, except for a 'red flag' penalty, she may take that penalty any time after *starting* and before *finishing*. If she is penalized again before taking the outstanding penalty then she must take one penalty as soon as possible, but after *starting*, leaving only one penalty outstanding. If the penalty is signaled with a red flag then that penalty must be taken as soon as possible but after *starting*.

If a boat has one or two outstanding penalties and the other boat is penalized, except for a 'red flag' penalty, then one penalty shall be cancelled for each boat.

If a boat has two outstanding penalties and is penalized again before taking one of the outstanding penalties then she is disqualified and signaled with a black flag. Since penalties must be taken after starting, a third penalty before starting will result in a black flag and disqualification as there is no possibility of taking either of the first two before the third is given.

You cannot take a penalty within the *zone* of a rounding mark of the leg you are on.

### **C8: Penalties Initiated by Umpires**

Those rules of part 2 under which competitors may not protest have been reserved to the umpires. When the umpires decide that a boat has touched a *mark*, performed illegal propulsion, failed to perform the pre-start requirements or failed to properly take a required penalty, she shall be penalized by signaling her with just her corresponding blue or yellow flag and one long sound. This is a penalty that may be delayed, unless she already has one outstanding penalty. A delayed penalty may be taken any time before *finishing*. No penalty may be taken before *starting*. Any penalty signaled before a boat *starts* must be taken after *starting*.

Under certain circumstances, the umpires may give a more severe penalty. When they decide that a boat has,

- Gained an advantage by breaking a rule even after allowing for the penalty,
- Deliberately broken a rule, or
- Committed a breach of sportsmanship

She may be penalized again or she may receive a 'red flag' or even a 'black flag' penalty (disqualification), depending on the severity of the infringement. That means a boat could receive more than one penalty for the same infraction. If by breaking a rule she could still be ahead even after immediately taking her penalty then a second penalty should be signaled. If that would still not be sufficient then a 'black flag' penalty should be given. In other words, a boat will not be allowed to win a

race as a direct result of breaking a rule. This unofficially suggests the following. If you foul a boat in such a way as to significantly delay her progress, you may be disqualified. If the delay appears temporary and no permanent hindrance to her performance capability, it may be possible to avoid the black flag by immediately waiting for the fouled boat to recover then letting her pass you before proceeding. In that way, you have possibly demonstrated that you did not gain an advantage as a result of the foul.

Note also that a boat excessively late to the start or one that the umpires decide will not *start* may be disqualified with a black flag, the match terminated and awarded to the other boat. This could include a boat that failed to *start* properly and indicated no intention, within a reasonable time, to return and *start* properly.

### **C9: Requests for Redress and Appeals**

Umpire's on the water decisions are not subject to appeal or to requests for redress. Any improper action by an official boat, including umpire boats, is not grounds for a request for redress. The protest committee may grant such redress but the action must be initiated by the protest committee, the race committee or the umpires. No other proceedings of any kind may be taken with regard to any act or failure to act on the part of the umpires or other race officials.

### **C10: Scoring & C11: Ties**

These sections have been deleted and replaced by a ladder scoring system.

## Unofficial Notes on the Sailing Instructions

1. **Rules:** Lists the RRS (which specifically includes the NOR and SI), the Modified Appendix C and the Deed of Gift. The new part here is App. C and the Deed.
2. **Qualifications:** Open only to the approved fleet champions. Note that you may elect to bring 1 or 2 crew. Any crew must have crewed for you during your fleet championship. If your boat did not carry that many crew then you must select from your competitors in the championship. The number of crew must be declared at the boat drawing and may not be changed subsequently.
3. **Notices:** All notices will be posted on the R&R bulletin board as usual.
4. **Changes in Sailing Instructions:** will be made and posted as usual.
5. **Signals Ashore:** will be hoisted on the Signal Flag Staff near A Dock as usual.
6. **Other Signals:** There will be a courtesy whistle approximately 1 minute before the warning signal of each race. Do not flutz around and fail to be near the starting area as we have already discussed your obligations and resulting penalties for failure to comply. The race committee may not wait long before starting your sequence.
7. **Schedule:** 0830 Saturday: skippers meeting. 0930 Saturday: first warning signal. 0930 Sunday first warning signal.
8. **Courses:** will be 4 leg windward/leeward with all starboard mark roundings as we have already discussed. Marks are yellow tets and change marks are orange tets.
9. **Start:** We have already spent a lot of time on the start. Remember the P flag stays up but the pre-start entry time still ends at 2 minutes before the start. Don't forget your pre-start obligations.
10. **Recalls:** Each boat OCS is recalled individually as explained in Appendix C. There is no general recall in a match race.
11. **Changes to Appendix C:** This section is included for the sea lawyers. It is much too cumbersome to read and understand otherwise. Instead of reading this and applying it to Appendix C, just study the modified Appendix C we will be using.
12. **Course Change:** Done as usual. Remember that course change may be effected by lengthening or shortening a leg. Such a change is signaled by displaying a plus or minus sign with the sound signals. Note that these signs may be read either right side up or down.
13. **Finish:** Again, as usual except it will always be on a leg that was at least initially set to be downwind, usually the 4<sup>th</sup> leg. Note, however, that the race committee may shorten the race to 2 legs but not 3. If the course is shortened, don't forget any outstanding penalties that you may have.
14. **Time Limit:** The race will be abandoned if the lead boat does not finish within 45 minutes of the start signal.
15. **Protests:** See Appendix C and SI #11.
16. **Scoring:** Double elimination ladder, diagram in handouts.
17. **Fleets:** Flying Scot boats prepared by the Committee. You may not alter the boats.
18. **Prizes:** Defer to the Committee. Main trophy awarded at the banquet.
19. **Substitutions:** Crew may not be substituted without written permission from the Committee. Number of crew may not be changed at all.
20. **Penalties:** Discussed previously and found in Appendix C7.