**2014 Alexandra Cup Week**

**– Introducing the Jack Cribb Memorial Match Racing Series**

Match racing in the Pacific Northwest has a long and much storied history. Prior to 1900 many matches in our area featured substantial cash purses put up by the skippers of the competing yachts. In 1905 Lord Dunsmuir, then Lieutenant Governor of British Columbia donated the Alexandra Cup for match racing between Seattle and Vancouver. 103 years later in 2008 Six metres representing Vancouver and Seattle met to contest the Alexandra Cup. The Six meter class itself has close ties with match racing. There are many challenge trophies in Europe and the North America which have been competed for in Six Metres for many years. The Seawanhaka International Challenge Cup (1922), the British American Cup (1921), the Australian American Challenge Cup (1969) are all revered match racing trophies from the Six metre class around the globe. Many sailors feel that match race competition represents the pinnacle of our sport and the Six metre class certainly has been in the front line of the match racing game. In the 2014 Alexandra Cup week our objective is to recapture the excitement of match racing competition in our class and to introduce newcomers to this exciting form of competition. For the uninitiated match racing can seem like a confusing and potentially dangerous exercise. Our goal with the 2014 Alexandra Cup week is to ensure that everyone can learn the joys of match racing in a safe and controlled environment. For the Jack Cribb Series we have produced a very much simplified set of match racing rules and we have brought in a number of simple changes which will allow sailors to try out this exciting aspect of our sport without danger and without having to learn a whole new set of match racing rules.

In addition to the Six Metre North American Championship which will be held on September 6 & 7 (practise races Sept 5th) the 2014 Alexandra Cup week will feature two match racing events staged on the second weekend (September 13 & 14 (practise races Sept. 12th). The first of these match racing events is the Alexandra Cup Match which will see the top US and the top Canadian boats from the North American Championship series racing off for the Alexandra Cup. The second match race series on weekend two will be a round robin series with all other boats eligible to compete. At stake in this event will be the Jack Cribb Memorial Trophy. The goal of the Jack Cribb round robin series is to give sailors with little or no match racing experience a chance to try their hand at this exciting style of competition. The rules for the Jack Cribb series are a carefully developed set of “match racing lite” rules which have been crafted by an experienced group of match racers and certified umpires. The goal of the special “Jack Cribb Rules” is to, number one; Make sure that everyone has a great time while racing safety and number two; Make sure that every sailor with knowledge of the normal Racing Rules of Sailing will be able to step on to the race course after reviewing the Special Jack Cribb Match Racing Rules. Knowledge of the Match Racing rules (RRS appendix C) will not be required.

**Match Race Seminars and practise sessions**

On Friday September 12th we will conduct two informal seminars to introduce the format for the Jack Cribb Match Racing Series. These get-togethers will be held in the RVYC Clubhouse at 11:00 AM and at 5:00 PM. Join us for an introduction into what promises to be a exciting and enjoyable weekend of competition.

We will also stage an on-water match racing practise session from 13:00 until 15:00 on Friday afternoon. This session will allow you to test the starting system and get used to the match racing format with lots of starts and several short races. Cocktails and video to follow in the clubhouse.

**Here is a basic outline of the Jack Cribb Memorial Series (not part of the Sailing Instructions):**

1. The two day event will be a round robin match racing series – each boat will match race every other boat in match style racing. Moderns and Classics will race separately. The top Modern and the top Classic will have their names inscribed on the Jack Cribb Trophy.
2. Courses will be twice around windward leeward with a leeward mark slightly to windward of the start/finish line. The duration of each race will be approximately 40 minutes.
3. The series results will be based on the number of wins by each boat.

**Here are the significant Special Rules for the Jack Cribb Memorial Series:**

1. In order to fulfill her obligation to “Keep clear”, a keep clear boat must stay clear of a right of way boat by a minimum of 4 feet. The Umpires will make their calls using this definition.
2. All boats will carry a “jousting pole” projecting 3 ½ feet aft of the stern of their boat. This pole will be supplied by the organizers and will be made of ¾” plastic pipe with a tennis ball mounted on the aft end of the pipe. The Umpires will use the aft end of the pole (tennis ball) to assist in determining when boats are overlapped (also see the 4 foot, “keep clear” provision in #1 above). This system is commonly used in match racing to assist the umpires and to ensure a measure of safety when maneuvering.
3. There will be no requirement to enter the start area from above the starting line or to enter the starting area before the starting signal.
4. The normal Racing Rules of Sailing and the special Jack Cribb match racing rules which will be contained in the Sailing Instructions will apply. The RRS Match Racing Rules (appendix C) will not apply.

**Q & A Advice to Sailors**

* **How do we start?** - Check the match pairing list then go to your assigned end of the line at the warning signal and stay outside until your entry time (Blue @ 3 min. Yellow @ 2 ½ min) Next, enter the starting area and start normally. (You do not need to enter from above the line).
* **How do I protest?** – Display Y Flag (provided by the organizers)and wait for the Umpire’s call – the Umpire will “Green Flag” (no foul) OR display the flag of the penalized boat (Blue or Yellow)
* **What does it mean if my flag is displayed by the Umpires?** - You have a penalty BUT you may delay taking your penalty until any time before finishing.
* **How do I take a penalty?** - If heading to the windward mark; you must bear off, gybe and come back to close-hauled; If heading to the finish or leeward mark you must round up, tack and come down to a beam reach.
* **What if the Umpire is wrong?** - TAKE YOUR PENALTY
* **What if I get a second penalty or if the Umpires display my flag with a red flag?** - Take this penalty as soon as possible.
* **What if I have an outstanding penalty and the other boat gets a penalty?** - The penalties will cancel, both boats will be clear AND the umpires will drop all penalty flags.

**Jack Cribb Memorial Series - Special Match Racing Rules (part of the Sailing Instructions)**

**1.0 CHANGES AND ADDITIONS TO THE RULES**

1. **PRE-START:** At her preparatory signal, each boat shall be outside the line at 90º to the starting line through the starting *mark* at her assigned end. The boat assigned the port end and shall display a blue flag at her stern while *racing*. The other boat is assigned the starboard end and shall display a yellow flag at her stern while *racing.*
2. **RECALLS**, In RRS rule 29.1, flag X will be replaced with a Blue and/or Yellow flag which will indicate which boat/s are being recalled.
3. Add to the definition of *Keep Clear*: ’a boat does not keep clear of a right of way boat if the boats come within 4 feet of each other’.
4. Add new rule 24.3: ‘When boats in different matches meet, any change of course by either boat shall be consistent with complying with a *rule* or trying to win her own match.’
5. Add to RRS rule 2: ‘When *racing*, a boat need not take a penalty unless signalled to do so by an umpire.’
6. Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’ Further, when a boat with an outstanding penalty is on a leg to a windward *mark* and gybes, or is on a leg to a leeward *mark* or the finishing line and passes head to wind, she is taking a penalty.

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| **2.0 STARTING SIGNALS** |  |  |
| **Time (min.)** | **Signal** | **Sound** | **Means** |
| 10 | F flag displayed | One | Attention signal |
| 6 | F flag down | None |   |
| 5 | Numeral pennant displayed indicating match start number in this flight | One | Warning signal |
| 4 | P flag displayed | One | Preparatory signal |
| 3 | Blue - displayed only if Blue entered early and comes down after 1 minute | One  | Beginning of prestart entry period for Blue - flag only displayed if Blue entered early |
| 2 1/2 | Yellow - displayed only if Yellow entered early and comes down after 1 minute | One | Beginning of prestart entry period for Yellow - flag only displayed if Yellow entered early |
| 1 | P flag removed | One long |   |
| 0 | Warning Signal pennant removed | One | Starting signal |

**3.0 Y FLAG PROTESTS BY BOATS**

A boat may protest another boat under a rule of RRS Part 2, except rule 14, by clearly displaying flag Y (red and yellow diagonal stripes) immediately after an incident in which she was involved. The Y flag shall be removed before or as soon as possible after the umpires’ signal.

**4.0 UMPIRE DECISIONS**

(a) After flag Y is displayed, the umpires shall decide whether to penalize any boat.

(b) When a boat has gained a controlling position as a result of breaking a *rule*, the red-flag with blue/yellow penalty in rule 5.0.3 shall be used.

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| **5.0** | **SIGNALS BY UMPIRES** Display of these flags will be accompanied by sound signals |
| 1 | **Green Flag** | No Penalty |
| 2 | Blue or Yellow Flag | Blue or Yellow must take a penalty as per rule 6.0 |
| 3 | Blue or Yellow with Red | Blue or Yellow must take a penalty as per rule 6.0 **AS SOON AS POSSIBLE** but not before starting |
| 4 | Blue or Yellow with Black | Blue or Yellow is Disqualified and the match goes to the other boat |
| 5 | One sound signal | The penalty is now complete |
| 6 | short sound signals | The penalty was not completed and it remains |
| 7 | Blue or Yellow Flag continuously displayed | Blue or Yellow has an outstanding penalty |

**6.0 PENALTY SYSTEM** RRS Rule 44 “PENALTIES” is deleted and replaced with the following:

Unless a penalty signal is accompanied by a red flag, a penalized boat may delay taking a penalty, however, she shall not be recorded as having *finished* until she takes her penalty and sails completely to the course side of the line and then *finishes*, unless the penalty is cancelled before or after she crosses the finishing line.

Penalties shall be taken as follows:

(1) When on a leg of the course to a windward *mark*, she shall gybe and, as soon as reasonably possible, luff to a close-hauled course.

(2) 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 ninety degrees from the true wind.

(3) No part of a penalty may be taken inside the *zone* of a rounding *mark* that begins or ends the leg the boat is on.

(4) Canceling: When a boat has an outstanding blue or yellow flag penalty and the other boat receives a blue or yellow flag penalty the penalties are cancelled and both boats are clear. Red flag penalties (see rule 5.0.3) shall not cancel or be canceled by another penalty.

**7.0 RED FLAG PROTESTS AND REQUESTS FOR REDRESS BY BOATS**

A boat may protest under any rule other than rules of RRS Part 2 by clearly displaying a red flag as soon as possible after the incident. The flag shall be displayed until the umpires have acknowledged the protest.

A boat intending to request redress because of circumstances that arise before 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. The red flag shall be displayed until the umpires have acknowledged the boat’s request.

**8.0 PROTEST COMMITTEE DECISIONS**

(a) The protest committee may take evidence in any way it considers appropriate and may communicate its decision orally.

(b) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the match, it may make such arrangement as it decides is equitable, which may be to impose no penalty, to impose a penalty of one point or part of one point

 (c) The penalty for breaking RRS rule 14 when damage or injury results will be at the discretion of the protest committee, and may include exclusion from further races in the event.

**9.0 REDRESS OR REOPENING; APPEALS;**

No proceedings may be taken in relation to any action or non-action by the umpires, except as permitted herein. There shall be no request for redress or an appeal from a decision made by the umpires. A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat. In RRS rule 66 the third sentence is changed to: ‘A party to the hearing may not ask for a reopening.’