

## SAILING INSTRUCTIONS

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### 1 RULES

#### 1.1 The regatta will be governed by:

- 1.1.1 The rules as defined by The Racing Rules of Sailing (RRS).
- 1.1.2 The rules for handling boats (Addendum C, herein) which shall also apply to any practice sailing.
- 1.1.3 The Harbor 20 Class rules will not apply.
- 1.1.4 Breaches of sailing instructions which are annotated [NP] will not be grounds for a protest by a boat. This changes RRS 60.1(a). If the protest committee concludes that a boat has broken one of these rules, or RRS 55, it may impose a penalty other than disqualification which may include, but is not limited to, a warning, deduction of race wins, the withholding of deposits, or the exclusion from further participation in the event. The penalty imposed by the protest committee in such case constitutes the "other penalty" in the first sentence of RRS 64.1.
- 1.1.5 US Sailing prescription Appendix T Section C (Expedited Hearings) will apply.

#### 1.2 Appendix D – Team Racing Rules is changed as follows:

- 1.2.1 Rule D2 Umpired Races will apply.
- 1.2.2 Rule D2.3(d); "In addition, when there is damage, two race umpires together with another umpire may determine that a race-win penalty as prescribed in SI Addendum D is warranted for one or more boats, without a protest hearing. The boat(s) that broke rule 14 shall be informed as soon as practicable about the damage level and penalty(s) that will be imposed. Only at the time of being so informed, may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the protest committee which shall act under D3.1 (d) (3), and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty(s) by reporting it to the race committee. RRS D2.7 applies to this decision."
- 1.2.3 RRS D2.3 Penalties initiated by an Umpire: Add "(h) a boat fails to comply with Addendum C."
- 1.2.4 RRS D3.1 (d)(3); "When the boat has broken RRS 1 or 2, RRS 14 when she has caused damage or injury, or a RRS when not racing, half or more race losses may be added to her team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other team shall remain unchanged."
- 1.2.5 RRS D3.3; "The team with the higher total points loses the race. If the totals are equal, the team that has first place will lose."
- 1.2.6 RRS D4 is deleted and replaced with Addendum E, herein.
- 1.2.7 RRSs D5.3 and 5.4: Replace "race committee" with "protest committee" in both rules.

#### 1.3 US Sailing is the national authority of the venue. A copy of all US national prescriptions will be provided upon request from the NHYC Race Office.

### 2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located in the main boatyard.
- 2.2 Signals made ashore will be displayed from the mast aboard the race committee (RC) vessel at the main dock of NHYC. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 15 minutes' in the race signal AP.
- 2.3 Code flag 'K' hoisted before the warning signal means main sail reefing is required for that race and any subsequent races until lowered.

### 3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Changes to the sailing instructions (SI) made ashore will be posted no later than 30 minutes before the first warning signal on the day they will take effect, except that any changes made under SI 6 will be effective immediately and may be posted at any time.
- 3.2 In accordance with RRS 90.2 (c), any change to the SI made afloat will be signaled by the display of flag L with one sound signal. The umpires may communicate these changes either verbally or in writing.
- 6 REGATTA FORMAT**  
It is the intention of the RC to complete a triple round robin series.
- 7 RACING AREA**  
The racing area will be in the harbor north of the NHYC main dock.
- 8. THE COURSE**
- 8.1 The default course is a starboard digital N. The alternate course is a port box. If the alternate course is to be sailed, the RC will announce it before the start of a race.
- 8.2 Courses may not be shortened. This changes RRS 32 and race signal "Shorten Course."
- 8.3 The RC may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates. Subsequent legs may be changed to maintain the course configuration. There will be no visual or audible signals for a course change. This changes RRS 33 and race signal "Changing the Next Leg."
- 9 MARKS**  
The starting and finishing *marks* will be orange inflatable cubes. All other *marks* will be green inflatable cubes.
- 10 THE START**
- 10.1 Races will be started using Appendix U, a US Sailing prescription. This changes RRS 26.
- 10.1.1 RRS U6 is changed by deleting the last sentence.
- 10.1.2 Flag 'X', if displayed, will be displayed no longer than one minute after the starting signal. This changes RRS 29.1.
- 10.1.3 A boat that fails to start within two minutes of her starting signal, and is not OCS and subject to RRS D3.1 (b), will be scored points equal to the number of boats entitled to race. This changes RRS D3.1 (a).
- 10.2 The starting order is listed in Addendum A, herein, or as announced by the RC signal boat.
- 10.3 The starting line will be between a staff displaying an orange flag on a RC boat on one end and the course side of nearby by starting (orange inflatable) *mark*.
- 10.4 [NP] A boat whose *warning* signal has not been made shall stay clear of the starting area.
- 11 THE FINISH**  
The finishing line will be between a staff displaying an orange flag on an RC boat and the course side of the nearby (orange inflatable) finishing *mark*.
- 12 ABANDONMENT**  
Abandonment will be signaled orally by the RC and/or umpires. This changes RRS 32.1 and race signal "Abandonment Signals." Abandoned races may be re-sailed and if so, a new warning signal will be made as soon as practical.
- 13 PROTESTS AND REDRESS REQUESTS**
- 13.1 The protest committee will be comprised of umpires appointed by the chief umpire or flight lead umpire as appropriate.
- 13.2 Any format change by the RC, in consultation with the Chief Umpire and in compliance with the SI, or any race committee decisions regarding abandonment under RRS 32, shall not be grounds for a boat to request redress.

## **14 [NP] DAMAGE**

- 14.1 An initial damage deposit of \$750 shall be paid at registration. This deposit is the maximum payable by the team as a result of any one incident. The OA may require the damage deposit to be restored to its original amount before a team will be permitted to continue racing.
- 14.2 Competitors are responsible for inspecting their assigned boats before each race for possible breakdowns and missing equipment. Discrepancies must be reported to the PIT CREW immediately.
- 14.3 Competitors shall report any damage, breakdown, or loss of equipment, however slight, to the PIT CREW immediately upon returning a boat. Compliance with this instruction is required regardless of whether a score change for a breakdown or redress for damage is being requested.
- 14.4 The race committee may decide not to run a re-sail as a result of a breakdown or damage in the round robin series if the result of that race is not relevant to the progress of any team to the next series, and shall score each team half a race-win.
- 14.5 **DAMAGE PENALTIES**  
When three race umpires decide that one or more boats has broken rule 14 in an incident where there is damage, they may impose race-win penalties as prescribed in Addendum D without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires. This changes rules D3.1 (d) (1) and D3.1 (d) (3).

## **15 [NP] SUPPORT BOATS**

Team leaders, coaches and other support personnel shall stay outside of the race area and to leeward of all race boats from the first warning until the final race each day.

## **16 [NP] CODE OF CONDUCT**

- 16.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions and shall not behave so as to bring the event or the sport into disrepute.
- 16.2 Competitors are expected to comply fully with rule 2 at all times. Abuse or intimidation of other competitors, race officials, or officials of the host club will not be tolerated. All such incidents whether or not they include umpire initiated penalties, shall be reported to the Chief Umpire. Repeated incidents by individuals or teams shall be reported to the protest committee and may be considered gross misconduct (a gross breach of sportsmanship).
- 16.3 No competitor shall consume alcoholic beverages on race days either on or off the water until they have finished their final race each day.
- 16.4 The following actions are strictly prohibited while afloat:
- the use of any tobacco products,
  - urinating into the harbor.

## **17 PRIZES**

The winning team will be awarded the Palmer Trophy, a perpetual trophy, immediately after racing.

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Addendum A: {RESERVED}

Addendum B: {RESERVED}

Addendum C: Rules for Handling Boats

Addendum D: Penalties for damage resulting from contact between boats racing

Addendum E: Scoring

## [NP] ADDENDUM C

### Rules for Handling Boats

#### 1 GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes rule 62.

#### 2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or in order to prevent damage or injury, or when directed by an umpire 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 or specifically permitted.
- 2.3 The replacement of any equipment without the permission 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 Changing the number of mainsheet purchases.
- 2.7 Hiking: Skipper and crew shall keep their bodies within of the confines of the cockpit and shall not place their feet on the seats or seat cushions at any time while racing.
- 2.8 Competitors shall not reef main sails. When reefing is required it will be done by a member of the Pit Crew, however competitors may shake out the reef if signaled.
- 2.9 Taking a boat from its berth without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Use of any tape that leaves a residue/ use of duct tape.

#### 3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
  - (a) tell tale material
  - (b) watch, timers and hand held compass
  - (c) red flags
  - (d) PFD's
- 3.2 Using the items in 3.1 to:
  - (a) make signals as per D2.5
  - (b) personal safety
- 3.3 Adjust the jib cunningham or jib halyard

#### 4 MANDATORY ITEMS and ACTIONS –

- 4.1 At the end of each sailing day the following are required:
  - (a) Main sail neatly flaked and secured to the boom
  - (b) Jib furled
  - (c) releasing backstay tension
  - (d) stow cushions in forward cabin
  - (e) remove all trash
- 4.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

## ADDENDUM D

### Penalties for damage resulting from contact between boats racing

The umpires may impose a penalty for breaking rule 14 without a protest hearing, unless a boat involved in the incident boat requests a hearing, in which case the umpires shall report the incident to the Protest Committee. If it has good reasons to do so, the Protest Committee may impose a greater penalty than what the umpires determined was appropriate. This addendum explains how damage will be assessed and prescribes the appropriate penalty level. There are a number of things we are trying to achieve with damage penalties:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties fit the breach and are consistent.

#### Damage Levels

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.

#### Penalties

Race-loss penalties may be imposed by umpires after a race to boats that break rule 14. Any penalties are applied to one boat's or both boats' team's total race losses for the round-robin in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out round, the penalties are offsetting and will be disregarded for scoring purposes.

#### **Race-Loss Penalties: to be applied without a hearing**

Damage Level	Round-Robin	Knock Out Match
Level A	No penalty	No penalty
Level B	1/2 race loss	3/4 race loss
Level C	1 race loss	1 race loss

#### Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires or Protest Committee.

## **ADDENDUM E SCORING**

### **D4 SCORING A SERIES**

#### **D4.1 Terminology**

In a round –robin series teams are assigned to one or more groups and scheduled to sail against all other teams in their group one or more times. In a knock-out series teams are scheduled to sail in matches; a match is one or more races between teams.

#### **D4.2 Terminating a Series**

- (a) The race committee may terminate a series at any reasonable time taking into account the entries, weather, time constraints and other relevant factors.
- (b) When a round robin series is terminated, any round-robin in the series in which a team has sailed more than three races of the full schedule of races shall be scored as complete; if fewer races have been sailed in a particular round-robin, then that round-robin shall be excluded from the results.

#### **D4.3 Scoring a Round-Robin Series**

In a round–robin series the teams shall be ranked in order of the number of race losses, lowest number first. When a team retires or is disqualified from an event the scores of all uncompleted races shall be scored as losses.

#### **D4.4 Ties in a Completed Round Robin Series**

For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.

Ties in a complete round-robin series shall be broken using only the results in the series, in order,

- (a) the lowest number of losses in the races between the tied teams;
- (b) the winner of the last race between them;
- (c) the fewest losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used.

Ties shall be decided in favor of the team(s) who,

- (1) the higher-place tie shall be resolved before the lower- place tie, and
- (2) all the teams in the lower-place tie shall be treated as a single team for the purposes of rule D4.4(c).

If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at rule D4.4(a).

When rule D4.4 does not resolve a tie and if the tie needs to be resolved for a later stage of the event the tie shall be broken by a sail-off when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favor of the team who has the highest score in the round-robin series after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule D4.4(a).

#### **D4.5 DELETED**

#### **D4.6 Knockout Series**

The winner of a match is the first team to score the number of race wins stated in the sailing instructions.

#### **D4.7 Ties in a knockout series**

If a match in a knock-out series is not complete (including 0–0), the results of the match shall be determined using, in order,

- (a) the highest place in the most recent round-robin series, applying rule D4.4 if necessary;
- (b) the fewest number of losses in all the races between the team in the events;
- (c) to decide the winner of the event, or the overall position between teams eliminated in one round of a knockout series, a sail-off may be used (but not a draw).