



# PALMER TROPHY GRANDMASTERS TEAM RACE



APRIL 1- APRIL 2, 2019

## SAILING INSTRUCTIONS

### 1 GENERAL

- 1.1. US Sailing is the national authority of the venue. US national prescriptions can be downloaded from the [World Sailing website](#).
- 1.2. Newport Harbor Yacht Club is the Organizing Authority (OA).

### 2 RULES

- 2.1. The regatta will be governed by: The *rules* as defined by The Racing Rules of Sailing (RRS), the rules for handling boats (Addendum C, herein) which shall also apply to any practice sailing, Appendix U, and Appendix D.
- 2.2. The Harbor 20 Class rules will not apply.
- 2.3. The US Sailing prescriptions to RRS 63.2 and 63.4 are deleted.
- 2.4. RRS 16.2 is changed to: "In addition, on a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*." Permission to use this test *rule* has been granted by World Sailing.

When this Test Rule applies

(A) Case 132 answer 1 shall apply amended as follows:

For the purpose of rule 16.2, two boats on opposite tacks are considered to be 'on a beat to windward' when

- (1) the proper course for each of them is close-hauled or above, or
- (2) one or both of them have overstood the close-hauled layline to the mark and are sailing below close-hauled.

In each of the four situation diagrams in the case, the boats shown are 'on opposite tacks on a beat to windward' and therefore rule 16.2 applies between them.

(B) The Team Racing Call Book is changed as follows:

Call D2 Delete call

Call D5 In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics

Call G7 Delete Q&A 1

- 2.5. Where there is conflict between the rules in the notice of race, the sailing instructions, or any of the other documents that govern this event under item (g) of the definition Rule, the sailing instructions shall prevail. This changes RRS 63.7.
- 2.6. Appendix D – Team Racing Rules is changed as follows:
  - 2.6.1. RRS D1.1(d): Delete "by the helmsman".
  - 2.6.2. RRS D1.2(a): Add "A boat may not protest for a breach of a sailing instruction annotated (NP)."
  - 2.6.3. Rules D1.2(c) is replaced with; "For an incident in the racing area, a boat intending to protest for an alleged breach of a rule other than a rules of Part 2 or rules 31 or 42, or to request redress, shall at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable, identify the protested boat."
  - 2.6.4. RRS D2.3(d): Add, "The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty. 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 RRS 14 shall be informed as soon as practicable about the damage level and any penalty (or penalties) 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 (or penalties) by reporting it to the race committee. RRS D2.7 applies to this decision.” This changes D3.1(d).

- 2.6.5. RRS D2.3 Penalties initiated by an Umpire: Add "(h) fails to comply with any 'Prohibited Items or Actions' in Addendum C”.
- 2.6.6. RRS D2.3 Penalties initiated by an Umpire: Add, “The penalty given during a race for a breach of rule 42 or a 'Prohibited Item or Action' in Addendum C shall be a One-Turn-Penalty.”
- 2.6.7. RRS D5.3 and 5.4: Replace "race committee" with "protest committee" in both rules.

**3 NOTICES TO COMPETITORS**

- 3.1. Notices to competitors will be posted on the official notice board located in the main boat yard at Newport Harbor Yacht Club (NHYC).
- 3.2. 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.
- 3.3. Code flag ‘K’ hoisted before the warning signal means main sail reefing is required for that race and any subsequent races until lowered.

**4 CHANGES TO THE SAILING INSTRUCTIONS**

- 4.1. 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 7 will be effective immediately and may be posted at any time.
- 4.2. In accordance with RRS 90.2 (c), any change to the SI made afloat will be signaled by the display of flag 3<sup>rd</sup> substitute with one sound signal. The race committee or umpires may communicate these changes either verbally or in writing.

**5 SCHEDULE**

	<b>Sunday, March 31</b>	<b>Monday, April 1</b>	<b>Tuesday, April 2</b>
Practice	1500 - 1700	—	—
Check In	1500 - 1700	0830-0930	—
Race Committee Briefing	—	0915	0915
First Warning	—	1000	1000
Umpire Debriefing	—	after racing	after racing
Trophy Presentation	—	—	after racing

**6 [NP] ASSIGNMENTS OF BOATS**

- 6.1. Boats will be identified by jib color and number. (e.g. yellow 7).
- 6.2. Teams will be assigned to boat colors in accordance with Addendum A, herein.
- 6.3. Helmsmen will be assigned to boat numbers in accordance with Addendum B, herein.

**7 REGATTA FORMAT**

- 7.1. The regatta is a three-boat against three-boat team race.
- 7.2. The regatta format will consist of 3 stages. Each stage will be a 9 team round robin.
- 7.3. The race committee in consultation with the Chief Umpire, may terminate or alter the stage in progress, change assigned boats, change the order of races, or make such other arrangements as may be necessary to conclude the event. This changes rule D4.2(a).

**8 RACING AREA**

The racing area will be in the harbor north of the NHYC main dock.

**9 THE COURSE**

- 9.1. 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 warning signal of a race.
- 9.2. Courses may not be shortened. This changes RRS 32.
- 9.3. 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.

## 10 MARKS

The starting and finishing *marks* will be orange inflatable cubes. All other *marks* will be green inflatable cubes.

## 11 THE START

- 11.1. Races will be started using RRS Appendix U3.
- 11.2. Flag 'X', if displayed, will be displayed no longer than one minute after the starting signal. This changes RRS U4.
- 11.3. A boat that is not OCS and fails to start within two minutes of her starting signal, will be scored points equal to the number of boats entitled to race. This changes RRS D3.1 (a).
- 11.4. The starting order is listed in Addendum A, herein, or as announced by the RC signal boat.
- 11.5. 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 starting *mark*.
- 11.6. [NP] A boat whose warning signal has not been made shall stay clear of the starting area.

## 12 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 finishing *mark*.

## 13 ABANDONMENT

Abandonment will be signaled orally by the RC and/or umpires. Abandoned races may be re-sailed and if so, a new warning signal will be made as soon as practical. This changes RRS 32.1.

## 14 PROTESTS AND REDRESS REQUESTS

- 14.1. The protest committees will be comprised of umpires appointed by the chief umpire or flight lead umpire as appropriate.
- 14.2. The third sentence of RRS 66 is changed to: "A *party* to a hearing may not ask for a reopening." Subsequent sentences in this rule are deleted.
- 14.3. 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.

## 15 [NP] DAMAGE

- 15.1. 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.
- 15.2. 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.
- 15.3. 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.
- 15.4. 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.

## 16 [NP] SUPPORT BOATS

Team leaders (non-competing), 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.

## 17 CODE OF CONDUCT

- 17.1. Competitors are expected to comply fully with RRS 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 misconduct.
- 17.2. [NP] Competitors shall comply with any reasonable request from any official, including attendance at official functions and shall not behave to bring the event or the sport into disrepute.
- 17.3. Participation in this regatta is by invitation. Any team who, in the opinion of the OA, has demonstrated poor seamanship, poor sportsmanship, or misconduct may have their invitation revoked and be excused from the regatta. In addition, and separate from the decision of the OA, the protest committee may initiate proceedings under RRS 69.
- 17.4. [NP] No competitor shall consume alcoholic beverages on race days either on or off the water until they have finished their final race each day.
- 17.5. [NP] The following actions are strictly prohibited while afloat:
- the use of any nicotine or cannabis products
  - urinating into the harbor.

## 18 PRIZES

The winning team will be awarded the S/C William L. Palmer, Jr Trophy, a perpetual trophy.

# # #

Addendum A: Race Pairings and Fleet Assignments

Addendum B: Helmsman Boat Assignments

Addendum C: Rules for Handling Boats

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

## ADDENDUM A

Race Pairings and Fleet Assignments  
Teams will alternate color fleets after each complete Round Robin

						Race					
Race #	Color	Team	vs	Team	Color	#	Color	Team	vs	Team	Color
1	Pink	New York		San Diego	Aqua	19	Pink	Noroton		St Francis	Aqua
2	Blue	Cal		St Francis	Orange	20	Blue	Pequot		San Diego	Orange
3	Red	Ice		Noroton	Yellow	BYE		New York			
4	Pink	Fire		Pequot	Aqua	21	Red	San Diego		Noroton	Yellow
BYE		Texas Corinth				22	Pink	Texas Corinth		Fire	Aqua
5	Blue	Pequot		New York	Orange	23	Blue	St Francis		Ice	Orange
6	Red	Noroton		Fire	Yellow	24	Red	Cal		New York	Yellow
7	Pink	San Diego		Cal	Aqua	BYE		Pequot			
8	Blue	St Francis		Texas Corinth	Orange	25	Pink	Ice		New York	Aqua
BYE		Ice				26	Blue	Noroton		Cal	Orange
9	Red	New York		Texas Corinth	Yellow	27	Red	San Diego		St Francis	Yellow
10	Pink	Fire		St Francis	Aqua	28	Pink	Pequot		Texas Corinth	Aqua
11	Blue	Noroton		Pequot	Orange	BYE		Fire			
12	Red	Ice		San Diego	Yellow	29	Blue	Texas Corinth		Noroton	Orange
BYE		Cal				30	Red	St Francis		Pequot	Yellow
13	Pink	St Francis		New York	Aqua	31	Pink	Cal		Ice	Aqua
14	Blue	San Diego		Fire	Orange	32	Blue	New York		Fire	Orange
15	Red	Pequot		Ice	Yellow	BYE		San Diego			
16	Pink	Texas Corinth		Cal	Aqua	33	Red	Texas Corinth		San Diego	Yellow
BYE		Noroton				34	Pink	New York		Noroton	Aqua
17	Blue	Ice		Texas Corinth	Orange	35	Blue	Fire		Ice	Orange
18	Red	Fire		Cal	Yellow	36	Red	Cal		Pequot	Yellow
						BYE		St Francis			

**ADDENDUM B**  
Helmsman - Boat Assignments

<b>Blue, Red, Aqua</b>	<b>1</b>	<b>2</b>	<b>3</b>
<b>Orange, Yellow, Pink</b>	<b>5</b>	<b>6</b>	<b>7</b>
Cal YC	Alan Field	Bill Petersen	Peter Isler
New York YC	Ted Moore	Chip Whipple	Bill Tripp
NHYC Fire	Phil Thompson	Robert Kinney	Bill Menninger
NHYC Ice	Tim Hogan	Jim Buckingham	Scott Mason
Noroton YC	Jim Crane	Ed Sweeney	Scott Harrison
Pequot YC	David Dellenbaugh	Dave Perry	Peter Haynes
San Diego YC	Chuck Sinks	Bill Campbell	Ben Mitchell
St. Francis YC	Craig Healy	Chris Raab	Jon Andron
Texas Corinthian YC	Clark Thompson	Gary Ross	Dwight LeBlanc

**[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 RRS 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 body including arms and legs within of the confines (inside the vertical plane) of the cockpit, and shall not place their feet or knees on the seats or seat cushions to facilitate leaning over the coaming at any time while racing, with three permitted exceptions; (1) leaning over the cockpit coaming briefly to pull the jib boom across while gybing, (2) resting feet on the leeward cushions while sitting, and (3) resting arms on the coaming or deck. The intention of this rule is to restrict hiking and roll tacking/gybing.
- 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 RRS 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-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out stage in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out stage, the penalties are offsetting and will be disregarded for scoring purposes.

#### Race-Win 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 win	3/4 race win
Level C	1 race win	1 race win

#### 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.