



JEAN SCHENCK MEMORIAL TEAM RACE

OCTOBER 11-12, 2014

SAILING INSTRUCTIONS

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. The Harbor 20 Class rules will not apply.
- 1.2 Appendix D – Team Racing Rules is changed as follows:
- 1.2.2 RRS D2 Umpired Races will apply.
 - 1.2.3 RRS D2.3 Penalties initiated by an Umpire: Add "(h) a boat fails to comply with a sailing instruction. "
 - 1.2.4 RRS D2.5, Two-Flag Protest Procedure will apply.
 - 1.2.5 RRS 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.
- 1.4 US Sailing Prescription Appendix T Section C (Expedited Hearings) will apply.

2 NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located on the Flag Deck at the Newport Harbor Yacht Club (NHYC).
- 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 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.

4 SCHEDULE

	Saturday, 10/11/14	Sunday, 10/12/14
Check-In	0930-1000	--
Breakfast	0930 - 1030	0930-1030
Daily Competitors' Briefing	1000	1000
First Warning	1100	1100
No warning signal after	-	1700
Umpire De-Briefing	After racing	--
Trophy Presentation	--	After racing

5 ASSIGNMENTS OF BOATS

- 5.1 Boats will be identified by jib color and number. (e.g. yellow 7).
- 5.2 Teams will be assigned to boat colors in accordance with Addendum A, herein.

6 REGATTA FORMAT

- 6.1 The intended format is a three 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.
- 8.3 Courses may not be shortened. This changes RRS 32 and race signal "Shorten Course."
- 8.4 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 cylinders. All rounding *marks* will be green inflatable cylinders.

10 THE START

- 10.1 Races will be started using Appendix S, a US Sailing prescription. This changes RRS 26.
 - 10.1.1 RRS S6 is changed by deleting the last sentence.
 - 10.1.2 Flag 'X' 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 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 race 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 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 OA immediately.
- 14.3 Competitors shall report any damage, breakdown, or loss of equipment, however slight, to the OA 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 first two 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 RRS 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 RRS D3.1(d)(1) and D3.1(d)(3).

15 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 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 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 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 While afloat, smoking or urinating into the harbor is strictly prohibited.
- 16.5 The penalty for breaking any part of SI 16 is at the discretion of the protest committee and may include race wins, the withdrawal of any prize, the withholding of deposits, or the protest committee may decide to call a hearing under RRS 69.

17 PRIZES

The team placing first in the regatta will be awarded the Jean Schenck Memorial Trophy. Take home trophies will be awarded to the top three (3) teams at the regatta.

Addendum A: Team Assignments and Race Pairings

Addendum B: {RESERVED}

Addendum C: Rules for Handling Boats

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

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 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 and yellow flags
 - (d) PFD's when not supplied by the OA
- 3.2 Using the items in 3.1 to:
 - (a) make signals as per Appendix 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

SI 14 permits the umpires to determine the penalty for breaking RRS 14 without a hearing. This addendum explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reasons to do so. There are a number of things we are trying to achieve with penalties for damage:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results 'on the water'.

Damage Levels

Level	Extent	Effect
Level A – Minor Damage	Up to 1 man-hour to repair	Boat may race without repair
Level B – Significant damage	More than 1 and up to 5 man-hours to repair	Boat may need some (temporary) work before racing again
Level C – Major Damage	More than 5 man-hours to repair	Significant work required before racing again

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 series in which the damage occurred.

Level	Race Win Penalty
Level A	No penalty
Level B	1/2 race win
Level C	1 race win

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and do not affect any race win penalties applied by the Umpires or Protest Committee. Subsequent assessments of the damage level after further inspection, whether the level turns out to be higher or lower, will have no effect on the race win penalties given on the water.