



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

1. GENERAL

- 1.1. US Sailing is the national authority of the venue. US national prescriptions can be downloaded from the US 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 prescription to RRS 63.2 is deleted.
- 2.4. 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.
- 2.5. Appendix D – Team Racing Rules is changed as follows:
 - 2.5.1. Rule D1.1(e) applies. Arm signals are required.
 - 2.5.2. Rule D1.2(a): Add as line (c) “A boat may not protest for a breach of a sailing instruction annotated (NP).”
 - 2.5.3. Rule D1.2(c) is deleted and replaced by: “A boat intending to request redress for an incident in the racing area, or protest for an alleged breach of a rule other than a rule of Part 2 or rules 31 or 42, 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.”
 - 2.5.4. Rule D2.2(c) is changed to read: “An umpire shall decide whether to penalize any boat that broke a rule, is not exonerated, and did not take an appropriate penalty.”
 - 2.5.5. Rule D2.2(d) is deleted and rule D2.2 (e) is renumbered.
 - 2.5.6. Rule D2.3(d): The umpires may decide that any hard contact between boats 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(e)(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. Rule D2.6 applies to this decision.
 - 2.5.7. Rule D2.3 Penalties initiated by an Umpire: Add “(h) fails to comply with any ‘Prohibited Items or Actions’ in Addendum C”.
 - 2.5.8. Rule 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.”
 - 2.5.9. Rules D5.3 and D5.4: 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 in the patio area outside the race office at Newport Harbor Yacht Club (NHYC).
- 3.2. Signals made ashore will be displayed from a staff at the top of the main boatyard launch ramp. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 15 minutes’. This changes 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.



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

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 3rd substitute with one sound signal. The race committee or umpires may communicate these changes either orally or in writing.

5 SCHEDULE

	Sunday April 14	Monday April 15	Tuesday April 16
Check In	0830-1000	—	—
Competitor Breakfast Buffet	0830-1000	0800-0945	0800-0900
Practice	1000-1200		
Race Committee Briefing w/competitors & umpires	1200	0915	0915
First Warning	1300	1000	1000
Umpire Debrief w/competitors	After racing	After racing	--
Awards 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. Helmsman 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 planned regatta format is one or more round-robins among all teams followed by two knockout series as described in detail below. Overall regatta team rankings will be determined at the end of each stage as specified below:

Stage 1 - Qualifying Series: Teams will sail one or more all-team round robins. Rules D4.3 and D4.4 will apply.

Stage 2 - Semifinal Qualifying Series: Knock-out matches between 1st place finisher and 4th place finisher from Stage 1 Qualifying Series. However, if two teams from the same club are among the four teams which have advanced to this stage, those teams shall sail each other in the Semifinal 1 (S1), and the other two teams will race each other in Semifinal 2 (S2). The winner of each match is the first to two wins. If all the matches in this stage are not completed, the overall regatta rankings will be the rankings at the end of Stage 1 and rule D4.5 will not apply.

Stage 2 (b): If time permits, the Race Committee may attempt to sail the 5th through 10th place teams in a consolation single round robin. However, this stage will not be prioritized over Stage 2 or Stage 3.

Stage 3 - Final Championship Series: Finals: Knock-out match between the winners of S1 and S2 will determine first and second places. The winner of the match is the first to three wins. There will be a Petit Final for 3rd and 4th places between the losers of S1 and S2, and the winner of the petit final match will be the first to



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

two wins. Rules D4.5(a) and (b) apply. If no matches in this stage are scored, the overall regatta rankings for these four teams will be the rankings at the end of Stage 1.

Final Rankings: For overall rankings 5th place and below, the standings from Stage 1 will apply unless Stage 2 (b) is completed.

- 7.3. The race committee in consultation with the Chief Umpire, may terminate a stage in progress, change assigned boats, change the order of races, or make any such other arrangements as may be necessary to conclude the event. This changes rule D4.2(b).

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 and Race Signals.
- 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 race committee vessels and orange inflatable cubes. All other *marks* will be green inflatable cubes.

11 THE START

- 11.1. Races will be started using rule U3.
- 11.2. Flag 'X', if displayed, will be displayed no longer than one minute after the starting signal. This changes rule U4.
- 11.3. A boat that starts more than two (2) minutes after her starting signal shall be scored points equal to the number of boats entitled to race. This changes rule D3.1(a).
- 11.4. The starting order is listed in Addendum A, herein, or as announced by the RC signal vessel.
- 11.5. The starting line will be between a staff displaying an orange flag on a RC vessel on one end and the course side of nearby by 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 a blue flag on an RC vessel 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 and Race Signals.

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. RRS 66.2 and 66.3 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.



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

15 [NP] DAMAGE

- 15.1. An initial damage deposit of \$2000 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, or whether the umpires have signaled that there may be a damage hearing.
- 15.4. The race committee may decide not to run a re-sail as a result of a breakdown or damage in a round robin stage if the result of that race is not relevant to the progress of any team to the next stage 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 have no contact with their team from the first warning signal until after the completion of 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 only by invitation. When the protest committee finds that a boat or team's competitor has broken one or more rules where there was repeated breach of boat handling requirements, serious damage caused by reckless sailing or poor seamanship, poor sportsmanship or misconduct as described in RRS 69.1 (b), it shall make a report to the OA, who may revoke that team's invitation and excuse the team from the remainder of the regatta. The OA may also take this action without such a report after consultation with regatta management.
- 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 Palmer Trophy, a perpetual trophy.

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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



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

ADDENDUM A

Stage 1 Pairings and Fleet Assignments

To be posted/distributed by 4/13



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

ADDENDUM B

Helmsman - Boat Assignments

Blue, Red, Aqua	1	2	3
Orange, Yellow, Pink	5	6	7
Annapolis YC	Lynch	Andril	Rutsch
Balboa YC	Simmons	Andrews	Wheeler
Gamla Stans YC	Lundqvist	Johannisson	Rosenlew
New York YC	Moore	Altreuter	Wiese
NHYC FIRE	Thompson	Menninger	Raab
NHYC ICE	Springer	Kinney	Rastello
St. Francis YC	Healy	Andron	Usher
San Diego YC	Michell	Sinks	LaDow
Southern YC	Christman	Sonnier	Leblanc
Texas Corinthian YC	Thompson	Ross	Coleman



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

[NP] ADDENDUM C

Rules for Handling Boats

1 GENERAL

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

2 PROHIBITED ITEMS and ACTIONS - Except in an emergency or 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
 - (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.



THE PALMER TROPHY

GRANDMASTERS TEAM RACE AT NHYC

2024 SAILING INSTRUCTIONS

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.