



# 2019 JEAN SCHENCK MEMORIAL 2K TEAM RACE

## SAILING INSTRUCTIONS

### October 19-20, 2019

Organizing Authority (OA): Newport Harbor Yacht Club

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#### 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 D, and Appendix U.
- 2.2. The Harbor 20 Class rules will not apply.
- 2.3. RRS 16.2 is changed to:

“In addition, a starboard-tack boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the port-tack boat would immediately need to change course to keep clear of her.”

When this rule applies the following changes to the Team Racing Call Book apply:
  - Call D2: Delete call
  - Call D5: In answer 1 delete all references to RRS 16.2 and delete the final paragraph in italics
  - Call G7: Delete Q&A 1Permission to use this Test Rule has been granted by World Sailing.
- 2.4. RRS 17 is deleted.
- 2.5. The US Sailing prescriptions to RRS 63.2 and 63.4 are deleted.
- 2.6. 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.
- 2.7. 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, it may impose a penalty other than disqualification which may include, but is not limited to, a warning, addition of race-win/loss points, 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.

#### 3 NOTICES TO COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located near the Race Office at Newport Harbor Yacht Club (NHYC).
- 3.2. Signals made ashore will be displayed from a mast at the top of the launch ramp. 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 umpires may communicate these changes either verbally or in writing.

## 5 SCHEDULE

	Saturday October 19	Sunday October 20
Check In	1000 - 1100	--
Daily Competitors Briefing	1045	1045
First Warning	To be announced	To be announced
Post Race Nosh/Trophies	After Racing	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.

## 7 REGATTA FORMAT

- 7.1. The regatta is a two-boat against two-boat team race.
- 7.2. The regatta format may be multiple round-robin stages followed by knock-out stages as described below.  
**Stage 1 - Qualifying Series:** any number of round-robins: Addendum D will apply.  
**Stage 2 – Knockout Series:** Knock-out matches between the top-ranked teams from Stage 1. The number of teams to advance to Stage 2 will be determined by the RC.
- 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 RRS 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 course is described in Addendum F.
- 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.
- 9.4. All marks shall be rounded to starboard.

## 10 MARKS

The starting and finishing *marks* will be orange inflatable cubes. *Marks* 1 and 2 will be green inflatable cubes. The offset *mark* will be an orange inflatable ball.

## 11 THE START

- 11.1. Races will be started using Appendix U.
- 11.2. Flag 'X', if displayed, will be displayed no longer than one minute after the starting signal. This changes RRS 29.1 and RRS U4.
- 11.3. A boat shall not start later than two (2) minutes after her starting signal. This changes RRS 29.1 and RRS D3.1(a).
- 11.4. The starting order is listed in Addendum E, 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 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. 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 BREAKDOWN: TIME FOR REPAIRS AND REDRESS**

*RRS Appendix D.5 (Breakdowns) is deleted and replaced as below.*

- 15.1. Before the warning signal of a race or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a red flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the committee vessel and remain there, unless otherwise directed.
- 15.2. The time for repairs will be at the discretion of the RC.
- 15.3. After the warning signal of a race, the race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 15.1.
- 15.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.
- 15.5. Competitors are responsible for inspecting their boats before racing.
- 15.6. Competitors shall report any defects, damage or breakdown to the RC at the first reasonable opportunity.
- 15.7. When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.
- 15.8. When a PC grants redress under RRS 62.1(b) the RC may postpone a resail indefinitely and score each team half a race loss unless the result is relevant to progress, but not seeding, in the next round.

## **16 [NP] DAMAGE**

- 16.1. An initial damage deposit of \$500 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.
- 16.2. Competitors are responsible for inspecting their assigned boats before each race for possible breakdowns and missing equipment. Discrepancies must be reported to the Race Committee immediately.
- 16.3. Competitors shall report any damage, breakdown, or loss of equipment, however slight, to the Race Committee 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.
- 16.4. 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.

## **17 [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.

## **18 CODE OF CONDUCT**

- 18.1. 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.
- 18.2. [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.
- 18.3. 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.
- 18.4. [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.
- 18.5. [NP] The following actions are strictly prohibited while afloat:

- the use of any tobacco or cannabis products
- urinating into the harbor.

**19 PRIZES**

The winning team's names will be commemorated on the Jean Schenck Memorial, a perpetual trophy.

# # #

Addendum A: Rules for Handling Boats

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

Addendum C: Major Alterations to the RRS

Addendum D: Scoring

Addendum E: Stage 1 Pairings and Fleet Assignments

Addendum F: Course Chart

## [NP] ADDENDUM A 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 B

### 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. Repairs should not normally require more than 1 hour of work.	Boat may race without repair although some minor surface work may be required after the event.
Level B Significant Damage	Affects the value and/or general appearance of the boat. Requires more than 1 hour of work but should not normally require more than 3 hours of work.	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 repair work before racing again. Requires more than 3 hours of work.

#### Penalties

Race-win/race-loss 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 losses/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 loss	3/4 race win
Level C	1 race loss	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.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.



## ADDENDUM C

### Major Alterations to the RRS

*Changes to the rules of Part 2 have been authorized by World Sailing under RRS 86.2*

#### 1. ADD NEW DEFINITIONS

- 1.1. **Skipper:** The crew member on-board who is in charge of the boat and the crew and all other persons aboard
- 1.2. **Leg to a leeward mark:** A boat is on a leg to a leeward mark when she is on a leg to the offset, mark 2, or the finishing line.
- 1.3. **Another leg:** A boat passes to another leg of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding.

#### 2. CHANGES TO THE RULES OF PART 2, 3, AND 4

- 2.1. RRS 17 is deleted.
- 2.2. RRS 31 (Touching a Mark) is changed to: "While racing, neither the crew nor any part of a boat's hull shall touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark."
- 2.3. The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty under RRS D2.3(d).

#### 3. CHANGES TO THE RULES OF RRS APPENDIX D

##### Protests and Penalties

- 3.1. Delete RRS D1.2(c) and replace with:  
"A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The race committee or match umpires may request the protest committee to consider this. This changes RRS 60.1(b) and RRS 62.1(a)."
- 3.2. A boat intending to request redress under RRS 62.1(b) or (c) for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.
- 3.3. Delete RRS D1.2(g) and add new RRS D1.2(g):  
"Protests and requests for redress that deal with scoring and other matters that do not arise from incidents in the racing area shall be notified to the race office within 30 minutes after the finish of the last boat in the last race of the day. However, boats are required to notify the race officer as soon as practicable."
- 3.4. Add new rule D1.2(h):  
"If the PC decides that a breach of a rule, other than a rule of RRS Part 2 has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a re-sail or to impose no penalty."
- 3.5. RRS D1.3 (a) (Penalties) first sentence is changed to:  
"When on an upwind leg of the course a boat may take a penalty by gybing, or when on a *leg to a leeward mark* of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or RRS 31 or RRS 42, in an incident while racing. Between the preparatory signal and the starting signal, the penalty shall be taken by gybing."
- 3.6. Add new RRS D1.3(d):  
"When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage and/or injury, they may impose race-loss penalties as prescribed in Addendum B 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 RRS Appendix 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)."

##### Umpired Races

- 3.7. RRS D2.2(f) (Protests by Boats) is amended as follows:  
"A boat penalized by an umpire shall take a One-Turn Penalty."
- 3.8. RRS D2.3 (Penalties Initiated by an Umpire) is amended as follows:  
The last paragraph is deleted and replaced with: "The umpire shall signal a decision is compliance with RRS D2.4. A boat penalized by an umpire shall take a One-Turn Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn Penalties."
- 3.9. RRS D3.1(d)(3) is deleted and replaced with: "when the boat has broken RRS 1 or 2, RRS 14 when she has caused damage or injury, or a rule 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 teams shall remain unchanged". For breaches of RRS 14 with damage and/or injury Addendum B details the procedure.

##### Scoring

- 3.10. When penalty race losses are added to one team's score, the results for the other teams shall remain unchanged".

##### Breakdown

4. RRS D5 is deleted. See SI 15 Breakdowns.

## ADDENDUM D

### Scoring

*The following scoring system replaces RRS D4.3, D4.4, D4.5, D4.6, and D4.7. This scoring system is designed to allow all races sailed in an incomplete round robin to be counted towards the final results.*

#### 1. ROUND ROBINS SERIES

*In a round-robin series teams are to sail against all other teams one or more times.*

- 1.1. Add after the first sentence of Appendix A5 'When one of the boats in a race fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'
- 1.2. The losing team of each race scores one point; the winner scores no points except when there is a dead heat between boats that leaves the winner of the race indeterminable, in which case they shall each be scored half a race loss.
- 1.3. When a team withdraws from part of an event the scores of all incompleted races shall be scored as losses on the basis of the number of races they would have sailed had they not withdrawn.
- 1.4. When a single round robin is terminated before completion, a team's score shall be the total number of losses scored by the team in all races sailed except as stated in SI D1.6.
- 1.5. When a multiple round robin is terminated during any of the round robins, a team's score shall be the total number of losses scored by the team except as stated in SI D1.6.
- 1.6. However, if any of the teams have sailed less than three races in the round robin series, the entire round robin series shall be disregarded and, if necessary, the event declared void.
- 1.7. Event Rank Order: Teams shall be placed in order of their total scores, lowest number of losses score first.
- 1.8. A team that has won a race but is disqualified for breaking a *rule* against a team in another race shall be scored a loss for that race (but the losing team shall not be awarded the win); and
- 1.9. When a team has been disqualified from participating in the remaining races of the round-robin series, the results from all previous races shall stand, however she shall not be ranked for the event nor will her results for this event be counted for the 2K Ranking Points System.

#### 2. TIES IN ROUND ROBINS

- 2.1. For the purposes of tie-breaking, a team's score shall be the number of race losses scored between the tied teams.
- 2.2. Ties between two or more teams in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, SI D2.3(a) to D2.3(c) shall be reapplied to them.
- 2.3. Ties shall be decided in favour of the teams(s) who:
  - a. placed in order, has the lowest number of losses in the races between the tied teams;
  - b. when the tie is between two teams in a multiple round robin, has won the last race between the two teams;
  - c. has 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 :
    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 SI D2.3(c);

When SI D2 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 SI D2.

#### 3. KNOCKOUT SERIES

In a knockout series the sailing instructions shall state the minimum number of race win points required to win a series between two teams. When a knockout series is terminated it shall be decided in favor of the team with the higher number of race wins.

#### 4. TIES IN A KNOCKOUT SERIES

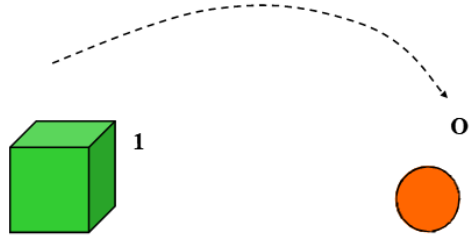
- 4.1. Ties (including 0–0) between teams in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favor of the team who:
  1. has the highest place in the most recent round-robin series, applying SI D2 if necessary
  2. has won the most recent race in the event between the tied teams
  3. 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).



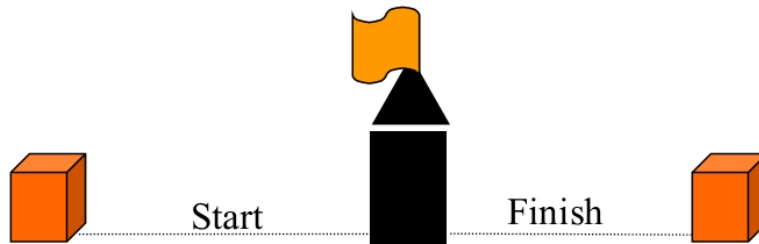
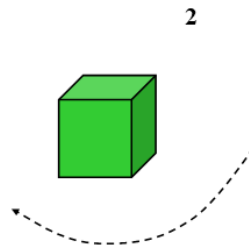
**ADDENDUM E**  
Stage 1 Pairings and Fleet Assignments

Race Number	Team	Color	Team	Color

## ADDENDUM F Course Chart



Course Number	Course
1	Start-1-o-Finish
2	Start-1-o-2-1-o-Finish
3	Start-1-Finish
4	Start-1-2-1-2-Finish



**Note: Not to Scale**