



# New York Yacht Club Grandmasters Team Race Regatta

August 24-26, 2018

Organizing Authority: New York Yacht Club Regatta Association, Inc.

## SAILING INSTRUCTIONS

### 1 RULES

1.1 The regatta will be governed by the Rules as defined in *The Racing Rules of Sailing (RRS)*.

1.2 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." Permission to use this rule has been granted by World Sailing.

a) 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 rule 16.2 and delete the final paragraph in italics

-Call G7: Delete Q&A 1

1.3 Appendix D – Team Racing Rules will apply with the following changes.

a) 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.

c) Rule D1.3 is changed by adding "(d) A boat taking a One-Turn or Two-Turns Penalty shall have the spinnaker head below the main-boom gooseneck each time she passes head to wind until she is on a close-hauled course in the process of taking her penalty."

d) Rule D2.3(d); add "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 E 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. Rule D2.7 applies to this decision."

e) Rule D2.3, Penalties Initiated by an Umpire, add "(h) a boat fails to comply with any 'Prohibited Items and Actions' in section 2 of Addendum B, Handling the Boats while racing."

f) Rule D2.3, Penalties initiated by an Umpire: Add, "The penalty for a breach of rule 42 or a "Prohibited Item and Action" in Addendum B shall be a One-Turn-Penalty."

g) Rule D5 is changed to replace all instances of "Race Committee" with "protest committee."

h) When a knock-out stage is incomplete and terminated after at least one race in the final match has been sailed, the knock-out stage shall be scored as complete. The team with the highest number of race-wins is the match winner. If the score is tied, the winner will be the team that won the last race between them. Otherwise the event results will be determined by the rankings from the round-robin stage. This changes rule D4.7, Incomplete Knock-Out Series.

1.3 Appendix U Audible-Signals Racing System will apply with changes indicated in SI 12 and 13.

1.4 Rule 64.4(b) first sentence is changed to read, "The protest committee may also penalize a boat that is a party to a hearing under rule 60.3(d) or 69 for the breach of a rule by a support person by deducting half or more race-wins from her team, or no penalty may be imposed, when the protest committee decides that".

1.5 Sonar-type boats will be used. The Sonar Class Rules shall not apply.

- 1.6** USCG-approved PFDs (or PFDs approved by a team’s home country comparable regulatory authority) shall be worn at all times while racing except while actively adding or removing clothing. This modifies the preamble to Part 4 and rule 40. Competitors must supply their own PFDs. PFDs shall be worn outside of all clothing except team identification bibs. A breach of this sailing instruction may only be protested by the Race Committee, protest committee or Umpires. This changes rule 60.1(a).
- 1.7** The US Sailing prescriptions to rules 63.2 and 63.4 are deleted.
- 1.8** The third sentence of rule 66 is changed to: “A party to a hearing may not ask for a reopening.” Subsequent sentences in this rule are deleted.
- 1.9** Any boat observed breaking rule 55 is subject to protest only by the Race Committee, protest committee or Umpires. This changes rule 60.1(a).
- 1.10** Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI 5, Addendum B and Addendum C. Competitors may not protest for a breach of Addendums B or C. This changes rule 60.1(a).
- 1.11** Participation in this regatta is by invitation. Any team or support person 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 rule 69.
- 1.12** No crew or skipper changes are permitted during the regatta without express written permission from the Organizing Authority, which may grant exceptions to the eligibility requirements.
- 1.13** 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 rule 63.7.

## **2 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the Official Notice Board located at the NYYC Sailing Center.

## **3 CHANGES IN THE SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 on the day it will take effect and will be discussed during the morning Participants’ Meeting, except that changes made to SI 7 Regatta Format and SI Addendum D – Rotation, except as noted in SI 8.1, may be made verbally and will be effective immediately, in which case Flag “L” will be flown from the signal boat.

## **4 SIGNALS MADE ASHORE**

- 4.1** Signals made ashore will be displayed from the flagpole at the head of the Harbour Court dock.
- 4.2** When a Postponement (flag “AP”) is displayed ashore, the warning signal will be made not less than 45 minutes after flag AP is lowered. This changes “Race Signals.”

## **5 BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)**

- 5.1** Sonar-type boats will be provided by New York Yacht Club for competing teams. The boats have been equalized in performance potential to the extent possible and organized into fleets. An alternate boat may be substituted in case of a breakdown. Claims regarding the performance of the boats will not be grounds for a redress request. This changes rule 62.1(a).
- 5.2** All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the sailing instructions or the Organizing Authority. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.
- 5.3** Addendum B, Handling the Boats, lists items and actions that are prohibited, permitted and mandatory.
- 5.4** Addendum C, Equipment List, lists all equipment that shall be onboard at all times.

## **6 SCHEDULE**

- 6.1** A pre-brief with the umpires is scheduled each morning at 0830 in the NYYC Sailing Center. Attendance by all skippers is required. Crew members are encouraged to attend.
- 6.2** A meeting of all participants will be held each day at 0900 at the NYYC Sailing Center.
- 6.3** The approximate time of the warning signal for the first race will be announced at the participants meeting.

## **7 REGATTA FORMAT**

**7.1** The regatta format and number of races will be determined by the OA depending on sailing conditions and progress of racing.

- a) **Stage 1:** Up to three round-robins amongst all teams are scheduled. If a round-robin has been started, and the OA determines that Stage 2 will be comprised only of knock-out matches, the OA may terminate Stage 1 when at least 80 percent of the races in that round-robin are completed in order to begin Stage 2. Based on ranking at the conclusion of Stage 1, the fleet will be divided into ‘gold’ and ‘silver’ groups for the purposes of setting up Stage 2.
- b) **Stage 2:** The intended format will be announced before this stage begins, but not later than the competitors’ meeting on Sunday morning, and will depend on the time remaining, weather conditions and forecast. Stage 2 may consist of one or more mini-round-robin(s) or knock-out matches amongst some or all of the teams in gold and silver based on the ranking at the end of Stage 1, or a combination of both. Scores from Stage 1 will only carry forward for any mini-round-robins. No scores from round-robins will carry forward to knock-out matches.

Gold teams will be ranked ahead of Silver teams for the final regatta ranking. Within Gold and Silver groups, teams participating in knock-out matches will be ranked ahead of those that did not participate.

**7.2** The Event Chair, in consultation with the Principal Race Officer and the Chief Umpire, may terminate or alter the format 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.

## **8 FLEET DESIGNATION AND STARTING ORDER**

**8.1** Teams will be assigned to boats as designated on the rotation in SI Addendum D - Rotation. Weather, time and conditions permitting, it is the intention to hold round-robin races in the boats and order shown in SI Addendum D. The Race Committee may make minor adjustments to the order of races as necessary to expedite racing.

**8.2** Boats will be identified in Addendum D by the sail patch color (for example yellow, pink, black, gray, red, green, blue) and mainsail number.

## **9 RACING AREA AND DANGER AREAS**

The racing area will be on Narragansett Bay. The location of the rendezvous area will be announced at the Participants’ Meeting. The primary location and danger areas are noted in SI Addendum F.

## **10 COURSE**

**10.1** The course will be a ‘port box’ - Start – M1 – M2 – M3 – M4 – Finish, marks left to port, with the final leg approximately twice as long as the first leg. See Addendum G for a course diagram.

**10.2** On the leg from M2 to M3, the Race Committee signal boat and the port end starting/finishing mark are marks of the course. The signal boat shall be passed to starboard or the starting/finishing mark shall be passed to port, and those are the required sides, respectively, once a boat enters the *zone* and rule 18 applies for that mark.

**10.3** The Race Committee 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 rule 33.

**10.4** Courses may not be shortened. This changes rule 32 and Race Signal Flag “S”.

## **11 MARKS**

Turning marks will be orange inflatables. The starting mark will be a green inflatable.

## **12 START AND FINISH**

**12.1** The start and finish lines will be between a staff displaying an orange flag on the signal boat and the course side of an inflatable mark.

**12.2** Races will be started using rule U3.

## **13 RECALLS**

Individual recalls will be signaled by the hail of the **bow** number (or some other clearly distinguishing feature) of each recalled boat. Flag X will be displayed for up to one minute following the start. This changes rule U4.

## **14 TIME LIMIT**

The time limit will be 30 minutes for all boats on one team to sail the course and finish. The other team's boats racing at that time shall be scored the points they would have received had they finished.

## **15 UMPIRES**

**15.1** Rule D2, Umpired Races, shall apply.

**15.2** Competitors may assist the umpires when their team is not racing at the discretion of the chief umpire and shall not be considered to have a *conflict of interest* while serving in this role.

**15.3** Protest committees shall be comprised of umpires as appointed by the chief umpire or a race lead umpire.

## **16 SPINNAKERS**

When the Race Committee signal boat displays flag "K" at or before the warning signal, spinnakers shall not be used for that race.

## **17 DAMAGE**

**17.1** When damage occurs or is likely to have occurred, regardless of whether a boat has been penalized or an umpire has instructed a boat to report to the Bosun for damage inspection, that boat shall report to the Bosun immediately at the end of her rotation on the water.

**17.2** The OA may require the damage deposit to be restored to its original amount before a team will be permitted to continue racing.

## **18 SPORTSMANSHIP**

Competitors are expected to fully comply 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 misconduct.

## **19 COACHING AND SUPPORT BOATS**

The following limitations and restrictions apply to coaches and any coach/support boats:

- a) Except as directed by the OA, competitors shall have no communication with, be tied to or transfer provisions or equipment to and from any support boat from the first warning signal of the day until racing has been concluded for the day for that team.
- b) Support and spectator boats shall not approach closer than 100 meters to any boat that is racing. In addition, a support boat shall stay at least 100 meters outside any layline and shall not be located directly above any windward marks or the finishing line.

## **20 NOTES**

**20.1** Competitors are reminded that Narragansett Bay is a restricted channel and sailing vessels do not have the right of way over a vessel under power that may be restricted in its ability to maneuver.

**20.2** Government buoys, when not designated as having to be observed, have no required side except for safe navigation.

## **22 SAFETY**

In accordance with rule 4, the responsibility for a boat's decision to participate in a race or to continue racing is hers alone. The responsibility for the safety of the boat and each competitor lies solely with each individual and not with the New York Yacht Club Regatta Association, Inc. or the New York Yacht Club.

## **23 PRIZES**

A keeper trophy will be awarded to the winning team.

## **SI ADDENDUM A – LIST OF RACE OFFICIALS & PREVIOUS WINNERS**

### **ORGANIZING COMMITTEE**

Royal Joslin	Event Chair
Pete Levesque	NYYC TR Sub-Committee Co-Chair
Ted Moore	NYYC TR Sub-Committee Co-Chair
Arthur Santry III	Chair, NYYC Sailing Committee
Elizabeth Duggan	NYYC Racing Manager
Lynn Lynch	Sailing Director

### **RACE COMMITTEE**

Elizabeth Isdale, PRO  
Mason Crisman  
Pierce Conlin  
Ron Hopkins  
Basia Karpinska  
Thomas Klok  
Joey Moffitt  
Pam Murrin  
Julie Wilson

### **UMPIRES**

Peter Wilson, Chief Umpire  
Martha Altreuter  
Bruce Cook  
Mary Farrell  
Don Griglack  
Dick Gumpert  
Britt Hall  
Greg Kiely  
Ralph Kinder  
Robert Long  
Thomas O'Brian  
Vickie Sodaro

### **PREVIOUS WINNERS**

2010	Noroton Yacht Club
2011	not sailed
2012	Noroton Yacht Club
2013	Noroton Yacht Club
2014	Noroton Yacht Club
2015	Noroton Yacht Club
2016	Noroton Yacht Club
2017	New York Yacht Club

## **SI ADDENDUM B - HANDLING THE BOATS**

### **1 GENERAL**

While all reasonable steps are taken to equalize, variations in the boats 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 sanction 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 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Moving the mast blocks.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission, except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 The use of electronic instruments other than compass and watches.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Marking directly on the hull or deck with permanent ink.
- 2.17 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.18 Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard. Using lazy sheets and control lines, or the shroud turnbuckle for the purpose of hiking normally while seated is permitted.

### **3 PERMITTED ITEMS and ACTIONS**

The following are permitted:

- 3.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape or Velcro tape but not duct tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell-tale material
  - (f) watch, timers and hand held compass
  - (g) shackles, cotter pins/ring dings and clevis pins
  - (h) spare flags
  - (i) VHF radio
- 3.2 Using the items in 3.1 to:
  - (a) prevent fouling of lines, sails and sheets, or securing the spinnaker halyard
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per Appendix D2
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair or maintenance after removal.
- 3.4 Changing the number of mainsheet or jib sheet purchases.

#### **4 MANDATORY ITEMS and ACTIONS**

The following are mandatory:

- 4.1 At the end of each sailing day:
  - (a) rolling, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
- 4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash & recycling and removing all tape and marks.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 A breach of items 4.1 and 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

#### **SI ADDENDUM C - EQUIPMENT LIST**

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

##### **SONARS**

##### **SAILS and SAILING EQUIPMENT**

- Mainsail and set of battens
- Jib
- Spinnaker
- Three sail bags
- One spinnaker pole
- Two spinnaker sheets
- Jib sheets
- Two twings
- Tiller extension
- Two headsail track cars

##### **SAFETY GEAR**

- Life jackets for each crew member (provided by competitors or OA)
- Paddle
- Bucket & sponge
- Bilge pump
- Throwable cushion

##### **GROUND TACKLE**

- Anchor and chain
- Anchor line

##### **MOORING LINES and FENDERS**

- Four dock lines
- One black tow line
- Two blue (or white) fenders

#### **SI ADDENDUM D – ROTATION**

See separate attachment.

**SI ADDENDUM E - 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**

<b>Level</b>	<b>Extent</b>	<b>Effect</b>
<b>Level A</b> 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.
<b>Level B</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.
<b>Level C</b> 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 rule 14. Any penalties are deducted from one boat’s or both boats’ team’s total race wins for the round-robin or knock-out match in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out match, the penalties are offsetting and will be disregarded for scoring purposes.

**Race-Win Penalties: to be applied without a hearing**

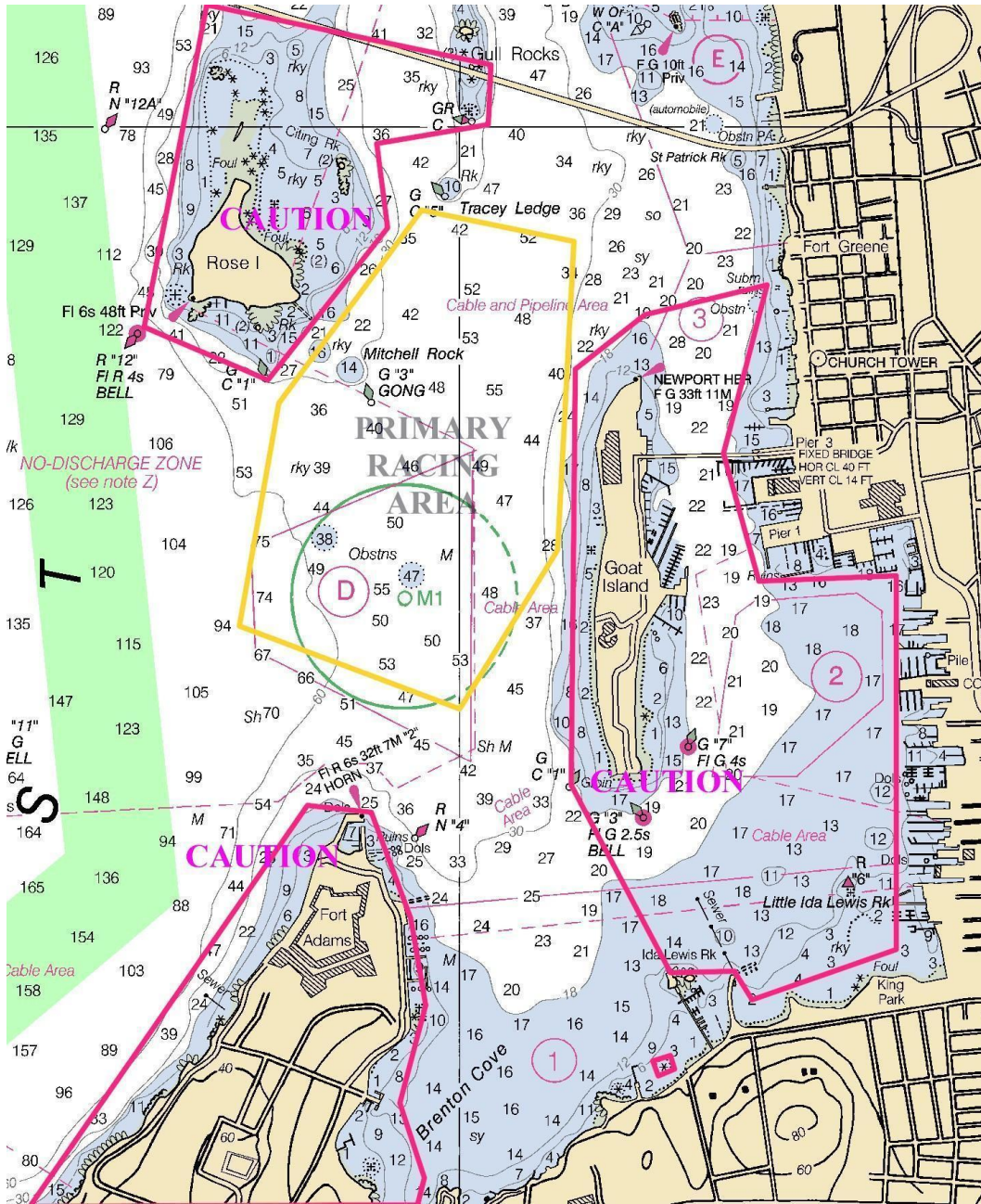
<b>Damage Level</b>	<b>Round-Robin</b>	<b>Knock-Out Match</b>
Level A	No penalty	No penalty
Level B	1/2 race win	3/4 race win
Level C	1 race win	1 race win

**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.

**SI ADDENDUM F – RACE AREA AND DANGER AREAS**





**SI ADDENDUM G – COURSE DIAGRAM**

Port Box Course

