



2018 NYYC GLOBAL TEAM RACE REGATTA

October 5-7, 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)* with the changes as listed in SI Addendum A.
- 1.2 Appendix D – Team Racing Rules will apply with the changes as listed in SI Addendum A.
- 1.3 Sonar-type boats will be used. The Sonar Class Rules shall not apply.
- 1.4 USCG-approved PFDs (or PFDs approved by a team’s home country comparable regulatory authority or Member National Authority) shall be worn at all times while racing except while actively adding or removing clothing. This modifies the preamble to Part 4 and RRS 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, Jury or Umpires. This changes RRS 60.1(a).
- 1.5 The US Sailing prescriptions to RRS 63.2 and 63.4 are deleted.
- 1.6 Any boat observed breaking RRS 55 is subject to protest only by the Race Committee, protest committee or Umpires. This changes RRS 60.1(a).
- 1.7 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 RRS 60.1(a).
- 1.8 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.
- 1.9 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 COMMUNICATION WITH 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 E – 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 RRS 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.
- Stage 1:** There will be one round-robin amongst all teams. Based on ranking at the conclusion of Stage 1, the top 6 teams will be assigned to the 'gold' fleet and the bottom 6 teams will be assigned to the 'silver' fleet for the purposes of setting up Stage 2.
 - Stage 2:** Time and conditions permitting, the Gold and Silver fleets will each sail a round-robin.
 - Stage 3:** 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 3 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 2. Race wins from Stage 1 and Stage 2 will only carry forward for any mini-round-robins. No race wins 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 modify 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 RRS D4.2.

8 FLEET DESIGNATION AND STARTING ORDER

- 8.1** Teams will be assigned to boats as designated on the rotation in SI Addendum E - Rotation. Weather, time and conditions permitting, it is the intention to hold round-robin races in the boats and order shown in SI Addendum E. 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 E 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 G.

10 COURSE

- 10.1** The course is shown in SI Addendum D.

- 10.2 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 RRS 33.
- 10.3 Courses may not be shortened. This changes RRS 32 and Race Signal Flag “S”.

11 MARKS

- 11.1 Marks 1,2, 5 and 6 will be orange inflatables. Marks 3 and 4 will be yellow inflatables. The starting and finish marks will be green inflatables.
- 11.2 The RC may deploy a “keep away” buoy astern of the signal boat. Boats shall not pass between this buoy and the signal boat at any time, and the buoy is part of that mark.

12 START AND FINISH

- 12.1 The start and finish lines will be between a staff displaying an orange flag on the signal boat or finish boat respectively, and the course side of an inflatable mark.
- 12.2 The signal boat or finish boat may use a stern anchor to stabilize position in current.
- 12.3 Races will be started using the sound signal system shown below. This changes RRS 26.

<i>Signal</i>	<i>Sound</i>	<i>Time Before Start</i>
Attention	Series of short sounds	Before the warning
Warning	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 3 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	5 short, 1 second apart	5-4-3-2-1 seconds
Starting	1 long	0

- 12.4 The Race Committee may use ‘rolling starts’.

13 RECALLS

Individual recalls will be signaled by the hail of the sail 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 RRS 29.1.

14 SCORING

Scoring will be in accordance with D4 as modified by Addendum A.

15 UMPIRES

- 15.1 RRS D2, Umpired Races, shall apply as modified in Addendum A.
- 15.2 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 AND BREAKDOWNS

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 Breakdown Flag: Before the warning signal of a race, a boat may display a yellow breakdown flag provided by the OA to signal a 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 close to leeward of the Race Committee signal boat and remain there, unless otherwise directed. The time allowed for repairs, if any, shall be at the discretion of the Race Committee. This changes RRS D5.2.

17.3 After the warning signal, a race may be postponed or abandoned at the discretion of the Race Committee if the breakdown flag was displayed as required by SI 17.2.

17.4 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 a boat to request redress. This changes RRS 62.

18 SPORTSMANSHIP

18.1 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 RRS 69.

18.2 Competitors are expected to fully comply 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.

18.3 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

19 SUPPORT PERSONS AND BOATS

The following limitations and restrictions apply to support persons 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 person or 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.
- c) If in the starting area, support boats shall leave the racing and starting areas prior to the warning signal and may station themselves outside of the starboard end of the starting line, but no closer than 100 meters to the signal boat.

20 LIABILITY & MEDIA WAIVER

20.1 As a condition of entry, each owner, skipper and individual participating crew member shall submit an online liability waiver/media release. The fully executed Liability & Media Waiver Form shall be submitted prior to racing. The waiver form link is posted on the Race Week website.

20.2 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority, New York Yacht Club, and affiliated companies, and other sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Attention is also drawn to RRS 46.

21 PRIZES

21.1 Prizes will be awarded to the top three finishing teams in the Gold Fleet and the top finishing team in the Silver Fleet.

21.2 Additional prizes may be awarded at the discretion of the OA.

22 NOTES

- 22.1** Competitors may be required to carry on board cameras, sound or positioning equipment as required by the OA. Competitors shall not interfere with the normal working of the OA supplied equipment.
- 22.2** 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.
- 22.3** Government buoys, when not designated as having to be observed, have no required side except for safe navigation.

SI ADDENDUM A – CHANGES TO RRS AND APPENDIX D

Changes to the rules of Part 2 have been authorized by WORLD SAILING under RRS 86.2

A1 ADD NEW DEFINITIONS

- A1.1** *Skipper* The crew member on-board who is in charge of the boat and the crew.
- A1.2** *Leg to a leeward mark* A boat is on a *leg to a leeward mark* when she is on a reach leg or a leg to a leeward mark.
- A1.3** *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.

A2 CHANGES TO THE RULES OF PART 2, 3, 4, AND 5

- A2.1** 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
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 1 |
- A2.2** RRS 17 is DELETED.
- A2.3** 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*.
- A2.4** Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- A2.5** The first sentence in RRS 64.4(b) is changed to read, "The Protest Committee may also penalize a boat that is a party to a hearing under RRS 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" *no further change*.
- A2.6** 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.

A3 CHANGES TO THE RULES OF RRS APPENDIX D

Protests and Requests for Redress

- A3.1** RRS 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 RRS 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.”
- A3.2** RRS D1.3(g) is deleted.
- A3.3** Add new rule D1.2(h):
If the Protest Committee 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.

Penalties

- A3.4** 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 or on a reach leg a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or RRS 31 or 42, in an incident while racing; Between the preparatory signal and the starting signal the penalty shall be taken by gybing.”

A3.5 Add new rule D1.3(d):

A boat taking a penalty by tacking shall have the spinnaker head below the main-boom gooseneck when she passes head to wind until she is on a close-hauled course in the process of taking her penalty.”

Protests by Boats

A3.6 RRS D2.2(f) is changed to:

“A boat penalized by an umpire shall take a One-Turn Penalty.”

Penalties Initiated by an Umpire

A3.7 RRS D2.3(d) is changed as follows:

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 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.”

A3.8 RRS D2.3

Add (i): “a boat fails to comply with a prohibited action or requirement in Addendum B2 designated with (U)”

A3.9 RRS D2.3

The last paragraph is deleted and replaced with: “The umpire shall signal a decision in 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.”

Scoring a Stage

A3.10 RRS D4.2(b)

Delete and replace with: “If the round-robin in Stage 1 is terminated when 60% or more of the full schedule of races has been completed, it shall be scored as complete. Round-robins in Stages 2 or 3 shall only be scored if all scheduled races have been sailed.”

A3.11 RRS D4.4

Delete D4.4 and replace with:

Ties in a completed round-robin stage shall be broken by using, in the following order, only results in the stage,

- (a) the highest number of race wins in all races between the tied teams;
- (b) the higher average race win percentage of other opponents each tied team beat in all round-robins scored as complete;
- (c) if two teams remain tied, the winner of the last race between them;
- (d) a sail-off if possible, otherwise a game of chance.

If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at RRS D4.4(a)

A3.12 RRS D4.7

Delete and replace with: “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 at the end of the round-robin stages.”

Breakdowns When Boats are Supplied by the Organizing Authority

A3.13 RRS D5 is deleted.

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. The following actions are subject to protest by the Protest Committee unless designated by a 'U', in which case they are subject to an umpire initiated penalty on the water.

- 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 (time function only).
- 2.15 Using the spinnaker pole to wing out the foresail. [U]
- 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 or control lines for the purpose of hiking normally while seated is permitted. [U]
- 2.19 Using a compass, other than a handheld compass. The handheld compass shall not be affixed to the boat or rigging. A handheld compass is permitted to be electronic, but shall have no tactical capability. Tacktick compasses, and similar, in addition to high-sensitivity GPS devices such as the "Speed-puck" or "Velociteck" are specifically prohibited.
- 2.20 Placing a crew below decks while racing except temporarily while moving boat equipment or personal gear. [U]

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
- Tiller tie down strap
- Two headsail track cars

SAFETY GEAR

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

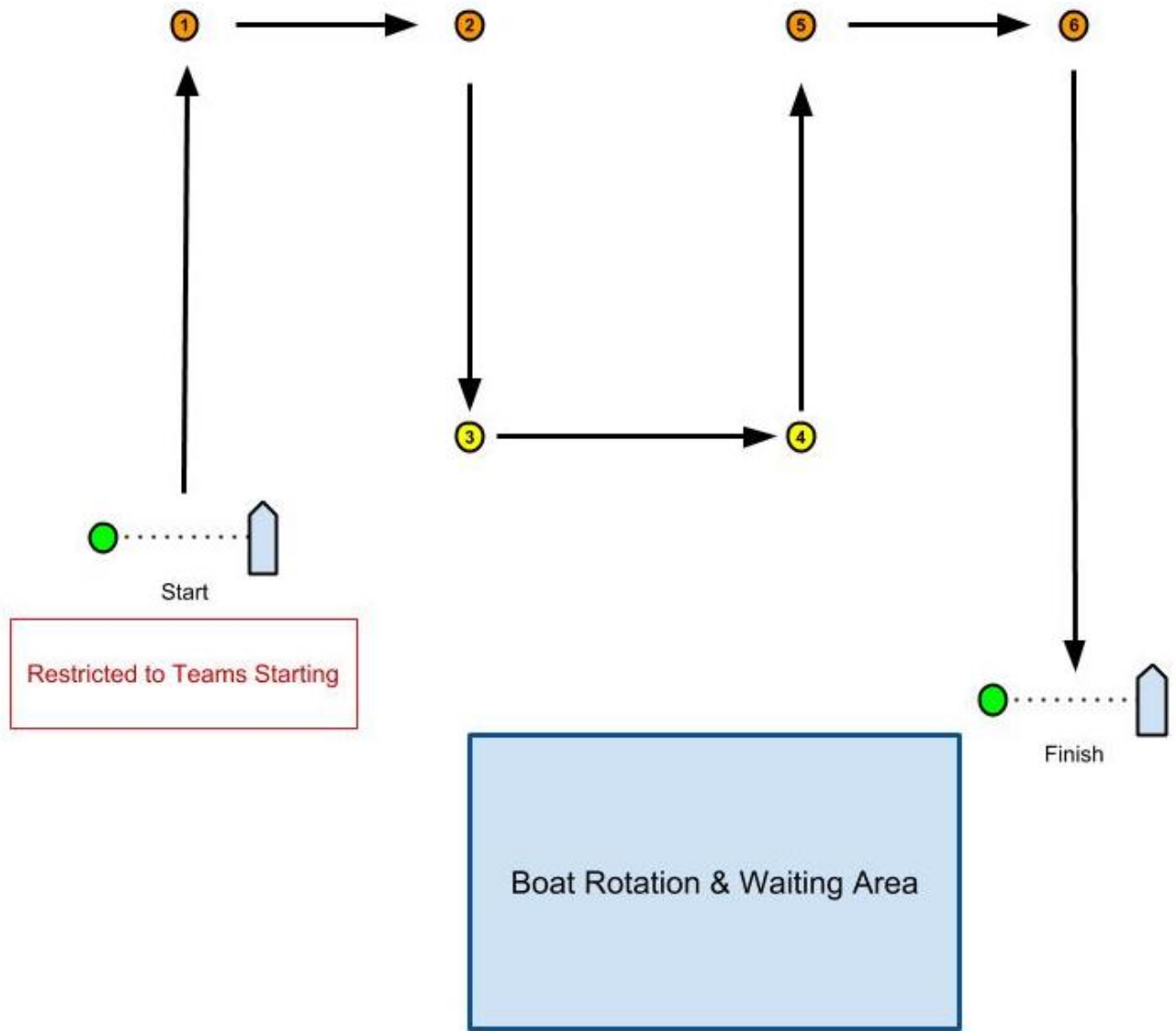
GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES and FENDERS

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

SI ADDENDUM D - COURSE



SI ADDENDUM E – ROTATION

See separate attachment.

SI ADDENDUM F - 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 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

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.

SI ADDENDUM G – PRIMARY RACE AREA AND DANGER AREAS

