



U.S. TEAM RACING CHAMPIONSHIP



October 20-22 2017

Sponsored by Gill North America, Zim Sailing and Hobie Performance Sunglasses



Sailing Instructions



The Organizing Authority is US Sailing
The Host Club is the Seawanhaka Yacht Club, Oyster Bay, NY



1 RULES

- 1.1 The races will be governed by the rules as defined in the Racing Rules of Sailing (RRS), including *Appendix D – Team Racing Rules*, the US Sailing Championship Committee Conditions and the Conditions for the U.S. Team Racing Championship for the George R. Hinman Trophy, the US Sailing Safe Sport Handbook [posted on the event website located at: <http://www.ussailing.org/wp-content/uploads/2017/03/US-Sailing-SafeSport-Handbook3-21-17-Final.pdf>], and the US Sailing Championships Code of Conduct [posted on the event website located at: http://www.ussailing.org/wp-content/uploads/2017/03/FinalChampionships_CodeofConduct3-21-17.pdf].
- 1.2 US Sailing Regulation 10 applies in its entirety.
 - 1.2.1 US Sailing Regulation 10.03, Prohibited Substances, applies:
 - A. No competitor shall use or possess, either on or off the water: marijuana or any other controlled substance if possession is illegal under state or federal law. An alleged breach of this rule shall not be grounds for a protest. This changes RRS 60.
 - B. For Junior and Youth events or for junior or youth competitors in any US Sailing championship, no participant or competitor shall use or possess, either on or off the water: marijuana or any other substance if possession is illegal under state or federal law; or any alcoholic beverages.
 - C. However, when the protest committee believes that a competitor may have breached this rule, it shall follow the process described in the Championship Code of Conduct. If a competitor is found to have breached one of the elements within the Code of Conduct, they shall be excluded from remaining races of the series and, where practicable, removed from the regatta venue and sent home.
 - 1.2.2 US Sailing Regulation 10.04, Use of Personal Flotation, applies:

Each competitor shall wear a USCG approved life jacket that is 100% dependent on foam for flotation and the appropriate size for the sailor, at all times while on the water, except for brief periods while adding or removing clothing. This changes RRS 40 and the preamble to RRS Part 4. Competitors from outside the United States must supply their own PFDs approved by their MNA. PFDs shall be worn outside of all clothing and under team identification bibs.
- 1.3 No boat shall discharge any trash over the side. Any boat observed doing so by the umpires or the race committee will be subject to such penalty as the protest committee may impose, including loss of race wins from one or more races. This changes RRS 55 and 64.1(a).
- 1.4 The Organizing Authority may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing



- conditions or in the remaining time scheduled; early stages may be terminated in favor of later stages. Such a decision by the Organizing Authority will not be subject to a request for redress. This changes RRS 62 and D4.2(a).
- 1.5 In case of conflict between the Notice of Race (NoR), the Sailing Instructions (SI) and/or the Championship Conditions, the Championship Conditions will prevail first, then the Sailing Instructions. This changes RRS 63.7.
- 1.6 The US Sailing prescriptions to RRS 63.2 and 63.4 will not apply.
- 1.7 In RRS 66, the third sentence is changed to “A party to a hearing may not ask for a reopening.”
- 1.8 In accordance with RRS 70.5(a), decisions of the protest committee in the qualifying series are final. US Sailing’s permission has been granted. If the requirements shown on <http://www.ussailing.org/race-officials/rules-and-appeals/new-no-appeals-page/> are not met, the decisions of the protest committee may be appealed. US Sailing’s permission is limited to the qualifying series. Competitors may appeal decisions of the protest committee in the Championship Series. However, decisions of the protest committee in the qualifying series and in the championship series will be final as provided in RRS 70.5 if the protest committee is constituted as an international jury in compliance with Appendix N.
- 1.9 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.
- 1.10 Add to RRS D2.3(d): “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 A 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.”
- 1.11 Add new rule D4.8 as follows: When a competitor withdraws from part of the championship, the scores of all completed races shall stand. When a competitor withdraws from the event pursuant to the US Sailing Code of Conduct [voluntarily or by reason of being excluded by a protest committee, that competitor’s team shall be removed from the final event scores and each team with a worse finishing place in the event shall be moved up one place.
- 1.12 RRS D5.3 and 5.4 are changed by replacing “race committee” with “protest committee” in all instances.
- 1.13 The 420E Class rules will not apply.
- 1.14 This is a Grade 3 coaching event as defined by US Sailing:
<http://www.ussailing.org/racing/championships/coaching-and-support-boat-policy/>

2 ENTRIES

Only eligible teams that have been selected or invited in accordance with the Conditions and NoR may be entered by completing registration with the OA. All U.S. competitors shall be

current US Sailing members; non-U.S. competitors shall be members of US Sailing or their own Member National Authority.

3 NOTICES TO COMPETITORS

Notices to competitors ashore will be posted on the official notice board located on the west side of the SCYC Junior Yacht Club clubhouse.

4 CHANGES IN THE SAILING INSTRUCTIONS

4.1 Any change in the Sailing Instructions after October 19, 2017, will be approved by the chief umpire and posted before 0800 hours on the day it will take effect, except that changes made to SI Appendix B will be effective immediately and may be posted at any time. Any change to the schedule requiring racing to begin earlier than scheduled will be posted on the Official Notice Board by 1900 hours, or thirty minutes after the last boat finishes the last race of the day, whichever is later, on the day before the schedule change takes effect.

4.2 In accordance with RRS 90.2(c), the race committee and/or umpires will orally communicate to each boat any change made to the SI on the water.

5 SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the flagpole located at the Seawanhaka Corinthian Junior Yacht Club.

5.1 When code flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in Race Signals AP.

6 BOATS PROVIDED BY THE ORGANIZING AUTHORITY

6.1 420E type boats will be provided for competing teams and are to be sailed as supplied. All fittings or equipment designed to be adjusted may be adjusted. Rig tension may be adjusted but not while racing. Shroud safety plates shall not be tampered with. Races shall not be postponed for competitors making rigging adjustments unless at the direction of the Boatswain. Only telltales and adhesive (non-Duct-tape) may be added to boats. Sails shall not be perforated. Running rigging and fittings shall be used for their intended purposes only. All equipment supplied shall be carried aboard while racing. Boats, centerboards and rudders may be cleaned only with water.

6.2 Competitors are responsible for inspecting their assigned boats before each race for possible breakdowns and missing equipment. Discrepancies must be resolved immediately.

6.3 Competitors shall not take any additional gear, rigging or equipment aboard their assigned boats except: red flags, sponge and/or bailer, knife, small pliers or vice grips, utility tool such as a Leatherman, telltales, one spare shackle, clevis pins and ring dings, adhesive tape (non-Duct tape), drinking water, corrector weights and securing line, PFDs, and personal gear.

6.4 Competitors shall report any damage, breakdown, or loss of equipment, however slight, to the regatta representative managing rotations on the changing dock (the "Pusher") immediately upon returning the boat. Compliance with this instruction is required regardless of whether a scoring change for a breakdown is being requested. Failure to make this report will be subject to such penalty as the protest committee may impose, including loss of one or more race wins. This changes RRS 64.1(a).



- 6.5 Each team will be charged a USD 500 damage deposit. This changes the NOR. Any team found responsible for causing damage will have the amount of the damage (as reasonably determined by the Boatswain) charged to their credit card. Any damage or loss that cannot be identified as having been caused by a specific team will be charged equally to the credit card deposit of all teams. The damage deposit of any team charged for damage shall be restored in whole before participation by that team continues.
- 6.6 Damage caused to race boats during the practice session on Thursday, October 19th, will be charged equally against the deposits of the teams involved in the incident. Competitors shall not protest or request redress for actions under this rule. This changes RRS 60.1.
- 6.7 Significant Damage not able to be attributed to a specific team may be charged evenly against the deposits of all competing teams. Competitors shall not protest or request redress for actions under this rule. This changes RRS 60.1.

7 **SCHEDULE OF EVENTS**

The proposed schedule of events is:

Thursday, October 19th

1400 – 1800 Competitor Practice and Competitor Check-in
RC may set a practice course and run practice starts during this time

Friday, October 20th

0730 – 0830	Competitor Check-in
0830	Competitor Briefing
1000	First Warning
After Racing	Informal Cocktails at the Club
	Free Night for Competitors

Saturday, October 21st

0730-0830	Breakfast
0745-0830	Umpire Debrief
0830	Competitor Briefing
1000	First Warning signal
1830	Old Putney Tasting & Regatta Dinner

Sunday, October 22nd

0730-0830	Breakfast
0745-0830	Umpire Debrief
0830	Competitor Briefing
1000	First Warning signal
1500	Last Warning signal
After boat pack-up	Awards Ceremony

It is strongly suggested that competitors do not plan on leaving the regatta venue until after 1800 on Sunday, October 22nd, 2017. Competitors will be responsible for de-rigging the racing boats prior to the awards ceremonies.

8 REGATTA FORMAT AND NUMBER OF RACES

- 8.1 The regatta format and number of races will be determined by the OA, Principal Race Officer (PRO), and Chief Umpire (CU) and will be based on the number of teams registered, the weather conditions, and other factors affecting the conduct of the racing.
- 8.1 The format to be sailed is described in SI Appendix B. The starting order of teams and the boat rotation will be posted on the official notice board.
- 8.3 The race committee may decide not to run a re-sail if the result of that race is not relevant to the progress of any team in the event.

9 RACING AREA

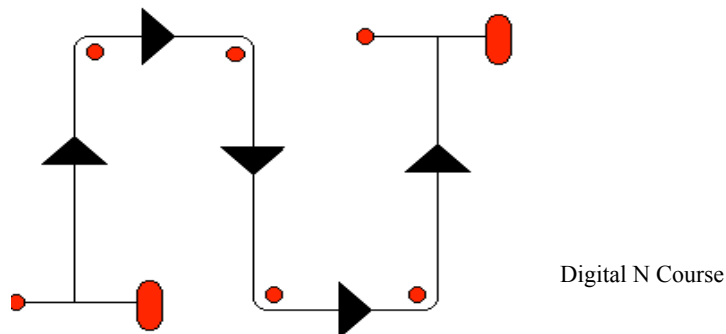
The racing area will be on Oyster Bay as close to the club as practical.

10 MARKS

Turning marks will be orange balls. The start and finish marks will be US Sailing cones or cylinders.

11 THE COURSE

The course will be a digital N as shown below. Courses will not be shortened. This changes RRS 32.



11 THE START

- 11.1 Races will be started using the Audible-Signal Racing System - Appendix U, of the RRS (US Edition).
- 11.2 Starts may be "rolling starts", where the start of one race may be the warning signal for the next race. This changes RRS Appendix U.
- 11.3 The starting line will be between a staff displaying an orange flag on a race committee boat at the starboard end and the course side of an US Sailing mark at the port end.
- 11.4 A boat starting later than two minutes after her starting signal will be scored points equal to the number of boats entitled to race. This changes RRS 63.1, A4 and A5.

12 RECALLS

- 12.1 Individual recalls will be made in accordance with RRS U4.
- 12.2 If it is displayed, flag X will be displayed no longer than one minute after the starting signal.



This changes RRS 29.1.

13 CHANGES OF THE NEXT LEG OF THE COURSE

The race committee may move any mark of the course, provided no boat is on the leg the mark terminates; however, the race committee may move a finish mark provided that no boat is more than halfway up the final leg of the course. RRS 33 will not apply.

14 TIME LIMIT AND ABANDONMENT

14.1 If no boat has finished within twenty minutes of the start, the race will be abandoned. Boats failing to finish within five minutes after the first boat that sails the course and finishes will be scored equal to the number of boats entitled to race without a hearing. This changes RRS 35, 63.1, A4, A5, and D3.2.

14.2 The race committee and/or the umpires may signal an abandonment orally. Abandoned races may be re-sailed, and if so, a new warning signal will be made as soon as practical. This changes RRS 32 and Race Signals.

15 THE FINISH

The finishing line will be between a staff displaying an orange flag on a race committee boat and the course side of a US Sailing mark.

16 UMPIRING

The regatta will be umpired. Teams shall provide their own red protest flags measuring at least 8 X 8 inches. Each team's flags must be inspected and approved by the CU or his representative at check-in.

17 PROTESTS AND REQUESTS FOR REDRESS

17.1 The umpires will, when appropriate, attempt to hear protests, requests for redress, and requests for scoring changes while afloat.

17.2 Should a protest, redress, or scoring change hearing ashore be necessary, the time, place and nature of the hearings will be posted on the official notice board no later than 30 minutes after the race committee signal boat docks.

18 MINIMUM CREW WEIGHT AND WET CLOTHING

18.1 The combined weight of each six-person team shall not be less than 870 pounds. Each team whose combined weight is less than this amount shall carry penalty weight while racing. The amount of penalty weight will be one pound of corrector weight for each pound of combined crew weight less than 870 pounds. Penalty weights shall be distributed among the boats of a team to make the combined weight of skipper and crew of each of the three boats as even as practicable. The OA, on request, may approve a more equitable distribution.

18.2 Each team with a combined crew weight less than 870 pounds shall be responsible for supplying its own corrector weights. Only water in sealed jugs will be acceptable. Competitors shall carry the penalty weights in every race, from boat to boat, and shall secure them in the cockpit of each boat.



U.S. TEAM RACING CHAMPIONSHIP

- 18.3 Competitors will be weighed at check in on the scale provided. Competitors will be weighed in dry swimming attire or light clothing with empty pockets.
- 18.4 Competitors are subject to weight inspection during the regatta by the umpires or OA to check compliance with this SI.

19 PRIZES

- 19.1 The winning team will be awarded the George R. Hinman Trophy.
- 19.2 US Sailing medals for permanent possession will be awarded to the top three placing teams.
- 19.3 The highest finishing U.S. team (all team members must be U.S. citizens) will be named United States Team Racing Champions.

20 FURTHER INFORMATION

Shannon Bush – Principal Race Officer, NRO
Bruce Cook – Chief Umpire, IU-IJ, USA
Steve Wrigley – Chief Judge, IU-IJ, USA
Seawanhaka Corinthian Yacht Club, Oyster Bay, NY 11771 – Host Club

Contacts for the event are:

Clinton Hayes, US Team Racing Championship Committee Chairperson:
clintonearlhayes@gmail.com

JP Blaise, Regatta Chairman: 347-539-2744; jblaise@icloud.com

NancyMazzulli, US Sailing Adult Programs Coordinator: (401) 683-0800;
NancyMazzulli@ussailing.org ,

US Sailing website: <http://www.ussailing.org/racing/championships/adult/teamracing/>

US Sailing Regulations:
<http://www.ussailing.org/wp-content/uploads/DARoot/Bylaws/Regs2017-05-22.pdf>

Team Racing Championship Conditions:
<http://www.ussailing.org/wp-content/uploads/DARoot/Championships/US%20Team%20Racing%20Conditions.pdf>

US Sailing Championship Conditions:
<http://www.ussailing.org/racing/championships/championship-conditions/>

ATTACHMENT A - PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING

SI 1.15 permits the umpires to decide the penalty for breaking RRS 14 when there is damage. This document explains how damage will be assessed and gives guidance on the appropriate level of penalty. The Protest Committee may still apply a different penalty if it has good reasons to do so. This process to determine penalties for damage is intended to:

- Minimize damage, to keep costs down, and avoid delays while boats are repaired.
- Ensure that penalties are consistent and fit the breach.

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

Penalties

Penalties may be given by the umpires on the water for breaches of RRS 14. Any penalties are deducted from one boat’s or both boats’ team’s total race wins for the stage in which the damage occurred.

In the event that both the right of way and keep-clear boats are penalized under RRS 14 in a knock-out stage, the penalties are offsetting and will be disregarded for scoring purposes.

Level	Round Robin Penalty	Knock Out Penalty
A	No Penalty	No Penalty
B	½ Race Win	¾ Race Win
C	1 Race Win	1 Race Win

Deductions from Damage Deposits

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



U.S. TEAM RACING CHAMPIONSHIP

SI Attachment B Racing Format

At conclusion or termination of a stage, the organizing authority may proceed to any subsequent stage.

Stage 1A – Qualifying Series

- A round robin of all 14 teams.
- Wins will be worth 1 point.
- One complete round robin is required to constitute a championship.

Stage 1B – Qualifying Series

- A round robin of all 14 teams, time permitting.
- Wins will be worth 1 point.

Stage 2A – Gold/Silver Initial Seeding Series

- 1 round robin, time permitting, of teams ranked 1-7 after Stage 1(gold series).
- 1 round robin, time permitting, of teams ranked 8-14 after Stage 1(silver series).
- Scores will be brought forward from the previous stage.
- Wins in the Gold Seeding Series will score 1.5 points.
- Wins in the Silver Seeding Series will be worth 1 point.
- At the end of this series, all teams will be ranked based on cumulative points

Stage 2B – Gold/Silver Second Seeding Series

- 1 round robin, time permitting, of teams ranked 1-7 after Stage 2A(gold series).
- 1 round robin, time permitting, of teams ranked 8-14 after Stage 2A(silver series).
- Scores will be brought forward from the previous stage.
- Wins in the Gold Seeding Series will score 1.5 points.
- Wins in the Silver Seeding Series will be worth 1 point.
- At the end of this series, all teams will be ranked based on cumulative points and the top 4 teams will advance to a subsequent stage (3, 4 or 5) depending on time and conditions.

Stage 3 – Knockout Semi Final Series – Top 4 Teams

- The highest ranked based on cumulative points will select their opponent for the semifinal knockout. The remaining 2 teams will sail in the other semifinal
- These pairs of teams will sail a knockout series against each other.
- The winner of each semifinal will be the first team to win 3 races.
- Scores will not be brought forward from the previous stage.
- The winner of each semifinal stage will advance to the finals in Stage 4. The losers will advance to the petit finals.

Stage 4 – Knockout Final Series & Petit Final Series

- The winning teams from each Knockout Semifinal series will sail in the Knockout Final Series. The other teams from the Knockout Semifinal Series will sail in the Petit Final Series if time and conditions permit.
- Each pairs of teams will sail a knockout series against each other.
- The winner of the Final Series will be the first team to win 3 races.



- The winner of the Petit Final Series will be the first team to win 2 races.
- Scores will not be brought forward from the previous stage.

Notes on intended format

- The OA is aware that it will be virtually impossible to complete this full format but is written this way to provide flexibility based on conditions.
- Likely format progressions include: 2 full round robins followed by knockout, 1 round robin followed by 1 or 2 gold/silver rounds followed by knockout, 1 round robin followed by knockout.
- Completion of stages will be a priority and conservative decision-making will be used.
- Completion of the knockout stage is a priority