

**SCYC Team Race Challenge**  
for the  
**KATHLEEN TROPHY**  
**Southern Yacht Club of New Orleans, La.**  
**April 17, 18 & 19, 2015**

**SAILING INSTRUCTIONS**

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**1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), except as modified by the Notice of Race and Sailing Instructions (SI) and with the following qualifications:
  - a. RRS Appendix D – Team Racing Rules will apply.
  - b. RRS Appendix S – Sound Signal Starting System will apply.
  - c. The regatta will not be umpired.
- 1.2 Boats shall, at all times, be used in accordance with SI Appendix B, “Rules for Handling of Boats”, including practice sailing and transit to and from moorings.
- 1.3 By default, competitors are free to adjust the centerboard height/angle, unless the Race Committee displays code flag “Z” during the starting sequence for a particular race, in which case centerboards are to be left in the down position throughout that race. This changes RRS Race Signals; RRS 30.2 will not apply.

**2 COMMUNICATIONS WITH COMPETITORS**

- 2.1 The official notice board will be located in or near the First Floor Grill.
- 2.2 Signals made ashore will be displayed from the harborfront A-frame halyards.
- 2.3 A briefing for all competitors will be held each day before leaving the dock.

**3 CHANGES TO SAILING INSTRUCTIONS**

- 3.1 Changes to the Sailing Instructions may be communicated verbally or in writing.

**4 TEAMS**

- 4.1 The participants in this regatta shall comply with the eligibility requirements of the Notice of Race.
- 4.2 Each team shall consist of one group of three (3) skippers, each skipper having two (2) crew members. All registered crew shall sail all races. There are no weight restrictions.
- 4.3 The skippers and teams shall comply with the provisions of the NOR regarding boat insurance and deductible to maintain eligibility.
- 4.4 After the warning signal for each race, the assigned skipper shall not leave the helm, except in an emergency, for the duration of that race.
- 4.5 When an assigned skipper or crew member is unable to continue in the event, the Principal Race Officer may authorize a substitute, a temporary substitute, or other adjustment.

**5 BOATS & SAILS**

- 5.1 Two groups of three (3) boats each of the Flying Scot Class will be provided.
- 5.2 Variations in boats and sails shall not be grounds for redress. This changes RRS 62.

- 5.3 Each boat will be identified by a number emblazoned on the hull and/or mainsail. Each group of boats will be identified by like-colored sails. The assigned sails shall remain with each boat for the entire regatta, unless the PRO directs otherwise. Spinnakers will be not be used.
- 5.4 The Seawanhaka Team Captain will draw for the group to be used by his/her team on Saturday. The Southern Team will use the other group on Saturday. The teams will swap groups for racing on Sunday.
- 5.5 The PRO may substitute a spare boat when it is satisfied that the original boat is damaged such that the repairs in the time available are not practical.
- 5.6 When a spare boat is brought into use, the sails from the removed boat will be transferred to the spare boat, unless the PRO directs otherwise.

## **6 ASSIGNMENT of SKIPPERS and CREW**

- 6.1 The Team Captain shall allocate boats in a group to the skippers of his/her team as s/he chooses.
- 6.2 The allocation of skippers and crew may be changed by a Team after completion of racing on a race day. However, once a Team leaves shore for racing on a race day, no change in the allocation of skippers and crew may be made that day without permission of the Principal Race Officer and both Team Captains.
- 6.3 Substitutions may be permitted in the discretion of the Principal Race permission of both Team Captains. Substitution of a member shall only be permitted in the absence of a member substitute.

## **7 EVENT FORMAT and SCHEDULE**

- 7.1 Practice sailing will be available on the afternoon of Friday, April 17 if requested in advance, by a Team Captain.
- 7.2 A best-of-nineteen (19) race series is scheduled. One (1) race shall constitute a regatta.
- 7.3 Racing days will be Saturday and Sunday, April 18 & 19, as follows:
- a. Saturday – 0900 briefing and drawing for boats; 1000 first start.
  - b. Sunday – 0900 briefing; 1000 first start; no warning signals after 1400.
- 7.4 Each subsequent race will be started as soon as practicable after the previous race. An extended lunch break will be signaled by the RC on Saturday. Lunches will be provided by the OA and distributed to the competitors on the water. Alternately, the RC may display code flags “AP” over “H”, whereupon the boats shall return to the dock for lunch in the clubhouse.
- 7.5 The number of races to be sailed each day will be determined by the RC at its sole discretion.
- 7.6 The PRO may terminate 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.

## **8 RACING AREA**

The racing area will be roughly north of the Clubhouse, as specified at the daily briefing.

## **9 THE COURSES**

- 9.1 The courses shall be windward-leeward with a mid-course starting/finishing line and an offset leg at the windward mark. There are two course options, described as follows:
- “W” (start-W-offset-L-finish) One full lap of the racecourse.
  - “W2” (start-W-offset-L-W-offset-L-finish) Two full laps of the racecourse.
- 9.2 Course signals will be displayed on the RC boat before the warning signal.
- 9.3 All marks shall be rounded to Port.
- 9.4 On legs of the course not bounded by the starting/finishing line, boats may pass to either side of, or between, the RC boat and starting/finishing mark.
- 9.5 Races shall not be shortened. This changes RRS 32.
- 9.6 Legs of the course will not be changed during a race. This changes RRS 33.

## **10 MARKS**

The marks will be inflatable orange tetrahedrons or spheres.

## **11 STARTING and FINISHING**

- 11.1 The starting/finishing line will be a straight line between a staff on the RC boat displaying an orange line flag at the starboard end and the pre-start (leeward) side of the starting mark at the port end.
- 11.2 The Sound-Signal Starting System, RRS Appendix S, will be used.

## **12 RECALLS**

- 12.1 Code flag “X” will be used in accordance with RRS 29.1. This amends RRS S6.
- 12.2 The order and timing of recall hails and the display and removal of code flag “X” shall not be grounds for redress. This changes RRS 62.1.

## **13 BREAKDOWN & TIME FOR REPAIRS**

- 13.1 Before the warning signal of a race, or within two minutes of finishing, whichever is later, a boat may hail the RC signal boat to signal breakdown or damage to the boat, her sails or injury to her crew and to request a delay of the next start. She shall sail as soon as possible close to leeward to the RC signal boat and remain there, unless otherwise directed. This amends RRS D5.1.
- 13.2 The time allowed for repairs shall be at the discretion of the RC.
- 13.3 After the warning signal of a race, a race will not be postponed or abandoned due to breakdowns or the display of a breakdown signal, unless the breakdown was signaled as required by SI 13.1.
- 13.4 Failure to effect repairs in the time allowed shall not be grounds for redress. This amends RRS 62.

## **14 TIME LIMIT and ABANDONING**

- 14.1 The time limit for the first boat to finish each race is forty-five (45) minutes.
- 14.2 Boats which fail to finish within fifteen (15) minutes of the first boat to finish, will be scored as not finishing in accordance with RRS D3.1(a). This changes RRS 35.
- 14.3 The RC may abandon a race for any reason. This changes RRS 32.1.
- 14.4 Abandonment of a race may be communicated orally by the RC. This changes RRS 32.1 and the Race Signals.

## **15 PROTESTS**

- 15.1 The Series is not umpired; RRS D2 does not apply.
- 15.2 The Protest Committee may require that protests be heard on the water directly after the parties involved have finished the race using the “Three Minute Justice” system set forth in SI Appendix A. This changes RRS 63.2 & 63.6.

## **16 SCORING**

Scoring shall be in accordance with RRS Appendix D.

## **17 PRIZES**

- 17.1 The team winning the Series will be awarded the Kathleen Trophy and will have custody of the Trophy until the Challenge is next contested.
- 17.2 Other prizes may be awarded.

## **18 CODE OF CONDUCT**

- 18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, and shall not behave so as to bring the event into disrepute.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix B.
- 18.3 The penalty for infringement of this SI is at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prize, or the withholding of any deposits.

## **19 DISCLAIMER**

All those taking part in the event do so at their own risk. The OA, its associates, appointees, and sponsors accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

## **APPENDIX A – Three Minute Justice System**

### **A Team Racing Adjudication System**

This system is for adjudicating team racing protests on the water after each race, using a jury of one or more people, without umpires. This goal is to enable the development and encouragement of team racing at all levels by providing an alternative to the large resource requirements that on-water umpiring entails.

#### **1.1\_ Requirements**

The success of this system relies on the same fundamentals that make team racing a growing and attractive pursuit: participants who feel strongly that team racing is about sportsmanship; that team racing requires competitors to take personal responsibility for improving not only their team, but for helping to support and improve the overall event and the sport. This means that the team racers are willing to accept the limitations of any system for the good of the whole, and are willing to work on and off the water to help improve themselves and support their fellow competitors and the event volunteers.

#### **1.2\_ The SCYC Team Race On-Water Jury System: Settling Disputes Between Competitors**

The system requires an on-water jury of one to three people who are knowledgeable about the rules and who can make decisions within the context and limitations present. Basically, this is a “three minute justice” system where one competitor protests another and a short hearing and decision is held immediately after the race. The jury can be in a separate, anchored or roving boat, they can stay with the race committee or other vessel. If the regatta takes place very close to land, such that competitors can get to the jury location and back without interrupting the flow of the racing, the jury may be on land.

Competitors should be educated at the skippers meeting or in pre-event communications as to the goals, requirements and process for this system.

#### **1.3\_ Decision Tree / Sequence of Events**

1. Two or more boats are involved in a rules dispute during a team race and one boat (Protestor) decides to protest another boat (Protestee)
2. Protestor informs Protestee according to Rule 61.1(a).
3. Protestee can exonerate themselves by doing a complete “360” turn (one tack and one gybe).
4. If Protestee does not do a 360, Protestor has the opportunity to “file” a protest with the RC at the conclusion of that race.
  - a. Filing a protest is done by verbally notifying the RC.
  - b. Protestor must file their protest at the earliest opportunity.
5. The RC or their delegate will notify the Protestee that a protest has been filed.
6. As soon as practical, and before either involved team starts another race, the jury will hold a “3 minute justice” hearing:
  - a. One representative competitor from the Protestor and Protestee will get on the jury boat (which may be a signal boat).
    - i. The RC can dispatch a support boat to pick up the individuals or the boat representative can be dropped off directly. (It would be best to make this a uniform process, and well-communicated to the competitors, whichever way the event chair chooses to run it.)
  - b. At this time, the Protestor can withdraw his protest without penalty.

- c. Once the competitors get on the boat and the hearing has begin, the Protestor has one minute to explain the reason for his protest.
  - d. The Protestee has one minute to explain his position.
  - e. The Jury may dismiss the two competitors (support boats or competitor boats must be standing by) and will deliberate and reach a decision in 1 minute.
  - f. The decision of the jury is final and cannot be appealed.
7. A finding after a hearing will add points to the score of the disqualified boat's team for that race according to Appendix D 3.1.
  8. The Jury will notify the RC of the results of the hearing. The jury may also notify the competitors as convenient in order to get the word out as easily as possible.
  9. It is the responsibility of the competitors to sail by the RC and ask to be verbally told the results of the protest hearing. RC's may also communicate the results by signal such as a flag or notice board.
  10. In order to work with the sailors in a cooperative manner, the jury will be available between races to talk to competitors about the decision as practical and the jury will be available after the racing, on land, to discuss the decision individually or in a forum/debrief.

**Other:**

If there is contact between opposing teams or teammates, a hearing will be held on the water. The jury will assess the damage and penalize the boat or boats that caused the damage 10 pts. and/or whatever other penalty he/she might deem appropriate (which could include forfeiture of the match).

## **APPENDIX B – RULES for the HANDLING of BOATS**

### **1 GENERAL**

All reasonable steps shall be taken by the OA to equalize the boats for team racing. Variations among the boats will not be grounds for redress. This amends RRS 62.

### **2 PROHIBITED ITEMS and ACTIONS**

Except in an emergency or in order to prevent damage or injury, or when directed by the Principal Race Officer, otherwise, the following are prohibited:

- a. Any additions, omissions, or alterations to the equipment supplied.
- b. The use of any equipment for a purpose other than that intended.
- c. The replacement of any equipment without the sanction of the RC.
- d. Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- e. Moving equipment from its normal stowage position, except when being used.
- f. Boarding a boat without prior permission.
- g. Taking a boat from the dock without the permission of the RC, or, on race days, while “AP over H” is displayed ashore.
- h. Hauling out a boat without the permission of the RC.
- i. Perforating sails, even to attach tell tales.
- j. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- k. Adjusting or altering mast blocks or the tension of standing rigging, excluding the backstay.
- l. The use of electronic instruments other than compass and watches.
- m. Marking directly on the hull or deck with permanent ink.

### **3 PERMITTED ITEMS AND ACTIONS**

The following are permitted:

- 3.1 Taking on board:
  - a. Basic hand tools
  - b. Adhesive tape
  - c. Line (elastic or otherwise of 4mm diameter or less)
  - d. Marking pens
  - e. Tell tale material
  - f. Hand held compass
  - g. Shackles and clevis pins
  - h. Velcro tape
- 3.2 Using the permitted items to:
  - a. Prevent fouling of lines
  - b. Attach tell tales
  - c. Prevent sails from being damaged or falling overboard
  - d. Mark control settings
  - e. Make minor repairs

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

The following are mandatory:

- a. The completion of a written damage report before leaving the boat using forms supplied to each skipper and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantages to the boat in future races.
- b. At the end of each day:
  - i. Rolling, bagging and placement of the sails as directed.
  - ii. Leaving the boat in the same state of cleanliness as when first boarded that day.
- c. At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- d. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- e. Complying with any regulations, including navigation marks, while leaving or returning to the dock.
- f. Infringement of 4.b. and 4.c. will be considered as damage and the cost of rectification will be deducted from the damage deposit.