



**2023 Southern Soiland Cup**  
**Invitational Team Race**  
Sponsored by  
**Allstate Sugar Bowl**  
**November 3-5, 2023**



**SAILING INSTRUCTIONS**

**1. RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*, except as modified by these Sailing Instructions.
- 1.2 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.”
  - b) Rule D1.3 is changed by adding “(e) 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.”
  - c) 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 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(e)(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 D2.6 applies to this decision.”
  - d) Rule D2.3 Penalties Initiated by an Umpire: Add “(h) a boat fails to comply with sailing instructions 3.5, 3.6, 3.7, 3.8, or 3.9.” The penalty for infringing one of these SIs is at the discretion of the Protest Committee. This changes rule 64.1.
  - e) Rule D5 is changed to replace all instances of “race committee” with “protest committee”.
- 1.3 The US Sailing prescriptions to rules 63.1 and 63.2 are deleted.
- 1.4 Rule 66.2 is changed to: “A party to a hearing may not ask for a reopening.” Subsequent sentences in this rule are deleted.
- 1.5 Any boat observed breaking rule 47 is subject to protest only by the race committee, protest committee or Umpires. This changes rule 60.1(a). Penalties are at the discretion of the Protest Committee. This changes rule 64.1.
- 1.6 When there is a conflict between a rule in the Notice of Race and a rule in the Sailing Instructions, the Sailing Instructions shall apply. This changes rule 63.7.

**2. TEAMS**

- 2.1 Each team shall consist of three crews, each crew consisting of a skipper and two crewmembers. The team shall have a combined minimum weight of 1,100 lbs. Participants must be members, spouses, or dependents of members of the club they represent, except as authorized by the Regatta Chairman.

- 2.2 No crew substitutions will be permitted unless expressly approved by the Regatta Chairman, who may grant exceptions to the eligibility requirements.

### **3. BOATS**

- 3.1 Flying Scot type boats will be used and provided by Southern Yacht Club. Class rules do not apply.
- 3.2 Teams will be assigned to boats as designated on the rotation. Weather, time and conditions permitting, it is the intention to hold round-robin races in the boats and order shown in the rotation. The race committee may make minor adjustments to the order of races as necessary to expedite racing.
- 3.3 Colored sails will demarcate the 4 fleets of three boats each.
- 3.4 While all reasonable steps are taken to equalize the boats, variations will not be grounds for requesting redress. This changes RRS 62.1.
- 3.5 Except in an emergency or in order to prevent damage or injury, or when directed by the Race Committee otherwise, the following are prohibited:
- Any additions or alterations to the equipment supplied;
  - The use of any equipment for a purpose other than that intended or specifically permitted;
  - The replacement of any equipment without the sanction of the OA;
  - Moving equipment from its normal stowage position except when being used;
  - Perforating sails, including to attach tell tales;
  - Adjusting or altering standing rigging;
  - Only one set of sails shall be used unless a substitution is authorized by the Race Committee;
- 3.6 Competitors may take on board: sponge, spare shackles, clevis pins and ring dings, tape, PFDs, and personal gear.
- 3.7 Red flags will be provided and shall remain on the boats when crews swap out.
- 3.8 Every effort shall be made to avoid damage to hulls, rigging, or sails. Competitors are responsible for inspecting their assigned boats for possible breakdown and/or missing equipment and shall report any discrepancies to the Race Committee or Umpires prior to the warning signal for their race.
- 3.9 Immediately after finishing a race, competitors shall report any damage, breakdown, or loss of equipment to the Race Committee or Umpires.
- 3.10 By default, spinnakers can be used, unless the Race Committee displays Flag “R” before the warning signal for a particular race, in which case spinnakers, spinnaker poles, and/or whisker poles shall not be used during that race.
- 3.11 By default, competitors are free to adjust the centerboard height/angle, unless the Race Committee displays Code Flag “Z” before the warning signal for a particular race, in which case centerboards are to be left in the down position throughout that race.

### **4. NOTICES TO COMPETITORS**

- 4.1 Notices to competitors will be posted on the official notice board located near the third-floor bar.

### **5. CHANGES IN SAILING INSTRUCTIONS**

- 5.1 Any change calling for racing to begin earlier than originally scheduled will be posted by 1900 hours the day before it takes effect.
- 5.2 Any other change to the Sailing Instructions will take effect immediately and will be communicated verbally on the water or in writing ashore. Flag “L” will be displayed from the race committee signal boat or ashore, as appropriate.

**6. SIGNALS MADE ASHORE**

- 6.1 Signals made ashore will be displayed from the A frame in the dry storage area of the Southern Yacht Club.
- 6.2 Postponement will be signaled by flag “AP” with two sounds (one sound when lowered).
- 6.3 The warning signal will be made not less than 20 minutes after the flag AP is lowered from shore. This changes race signal AP.

**7. SCHEDULE**

	<u>November 3</u>		<u>November 4</u>		<u>November 5</u>
1000 –	Lunch &	0800	Breakfast	0800	Breakfast
1200	Registration				
1200	Competitors’ Meeting	0830	Competitors’ Meeting	0815	Competitors’ Meeting
1230	Harbor Start	0930	First Warning	0900	First Warning
1300	First Warning	1900	SYC Fall Blowout Party	1530	Intended last warning signal
1830	Debrief & Keg			1600	Awards & Oysters

**8. EVENT FORMAT**

- 8.1 The regatta format and number of races will be determined by the OA depending on sailing conditions and progress of racing.
  - a) **Stage 1:** One or Two round-robins amongst all teams are scheduled depending on conditions and time. If a second 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 the second 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.
- 8.2 The Event Chair, in consultation with the PRO and 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.
- 8.3 It is the intention of the Race Committee to not start a race after 1530 on Sunday; however, depending on a number of factors, races may be started after 1530 on Sunday.
- 8.4 Subject to wind and weather conditions, the Race Committee may tow a floating dock or “Mother Ship” out to the Racing Area to serve as a platform for rotating teams into the appropriate fleets.

**9. RACING AREA**

- 9.1 The racing area will be on Lake Pontchartrain, north of Southern Yacht Club. Specific locations will be announced each day at the competitors’ meeting.

## 10. COURSES

10.1 The course will be a Modified Port Box Course (shown below).

10.2 On the leg from M2 to M3, the Race Committee signal boat and the port end start/finish mark are marks of the course. The Signal Boat shall be passed to starboard or the start/finish 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 Course lengths are at the discretion of the Race Committee. Races may not be shortened. This changes rule 32.

10.4 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.

## 11. MARKS

11.1 Rounding marks will be orange spheres or tetrahedrons.

## 12. THE START

12.1 Races will be started using RRS Appendix U – Audible-Signal Racing System.

12.2 The Race Committee will display flags in the color of the fleets paired for that start. The warning signals for subsequent races will be given as soon as practical.

12.3 The starting line will be between an orange flagged staff on the committee boat and the course side of an orange mark on the port end.

## 13. RECALLS

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

**14. THE FINISH**

14.1 The finish line will be between an orange flagged staff on the committee boat and the course side of an orange mark on the port end.

**15. TIME LIMIT AND ABANDONMENT**

15.1 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. This changes RRS 35 and D3.1(a). The decision to abandon a race may be communicated orally by the Race Committee and umpires. This changes RRS 32.1 and Race Signals.

**16. WITHDRAWAL**

16.1 A boat that withdraws from a race or that does not intend to start a scheduled race shall notify the race committee at the first opportunity.

**17. UMPIRING, COMPETITOR ASSISTED**

17.1 D2, Umpired Races, will apply, except as modified by these sailing instructions.

17.2 Protest Committees shall be comprised of Umpires as appointed by the Chief Umpire or by a Race Lead Umpire.

17.3 Each umpire boat may consist of one permanent umpire and another permanent umpire or one rotating competitor umpire who will not be considered an interested party while serving in this role. The competitor umpire for each umpire boat will be supplied for each race by the team listed in the "Umpire" column of the rotation or by verbal instruction. Additional details will be provided at the Competitors' Meeting.

**18. LIFE JACKETS**

18.1 All competitors shall wear a PFD at all times while racing except while actively changing 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).

**19. PRIZES**

19.1 Prizes will be awarded to the first, second and third place teams upon completion of racing on Sunday.

**20. CONDUCT AND RESPONSIBILITIES**

20.1 The skipper shall be responsible for all actions of his or her crew or guests. In the event of a breach of conduct, sportsmanship, destruction of property or failure to comply with the request of any race officer, committee member or agent of the Southern Yacht Club, the skipper will be held responsible.

20.2 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.

20.3 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.

- 20.4 The Southern Yacht Club is not responsible and will not accept any liability for bodily injury, death or property damage suffered from any cause. Each participant, including skipper and crew, participates in the regatta entirely at his/her own risk and waives any and all claims, including those arising from negligence or lack of due care, which he/she may have against the Southern Yacht Club, its regatta committee, and its officers, trustees, committee members, members, agents or employees. Responsibility for evaluating the wind, sea and weather conditions rests with each participant as does responsibility for the safe condition of the boat, including safety equipment and rigging and for deciding when to wear life jackets. Patrol boats or other assistance will not likely be available. Assistance, if any, from the regatta committee or other Southern Yacht Club vessels, or other patrol boats, from any personnel manning them, is entirely at the risk of the participant.

Joseph Kuebel – Regatta Chair  
Nathan Adams – Principal Race Officer  
Alice Manard Leonard – Chief Umpire

## SI ADDENDUM A

The umpires may impose a penalty for breaking rule 14 without a protest hearing, unless the boat requests a hearing or the umpires report the incident to the Protest Committee. The Protest Committee may still apply a different penalty if it has good reasons to do so. 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 penalties for damage:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results ‘on the water’.

### Damage Levels

<b>Level</b>	<b>Extent</b>	<b>Effect</b>
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

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 series in which the damage occurred. In the event that both the right-of-way and keep-clear boats are equally penalized in a knock-out round, the penalties are offsetting and will be disregarded for scoring purposes.

<b>Level</b>	<b>Race Win Penalty</b>
Level A	No penalty
Level B	1/2 race win
Level C	1 race win

### Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and do not affect any race win penalties imposed by the Umpires or Protest Committee.