



Seawanhaka International Challenge Cup for Small Yachts

November 6 – 9, 2014

Southern Yacht Club – Organizing Authority
New Orleans, Louisiana, USA

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – International Jury	NoR – notice of race

1 RULES

- 1.1 The Event will be governed by
 - (a) the 'rules' as defined in the RRS, including Appendix C.
 - (b) the rules for Handling Boats (SI Addendum C) which also applies to any practice sailing. Boats may not protest for violations of the Flying Scot Class Rules. This changes rule 60.
 - (c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2 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.
- 1.3 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Addendum E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Addendum E is appropriate, they shall act under rule C8.4.
- 1.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.5 If the first boat in a match has finished with the second boat in the match owing a penalty, the umpires will signal according to C 5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once they have then finished, the second boat may then be scored with a loss without the requirement of completing the penalty turn before finishing. This changes RRS C 7.4.

- 1.6 Add new RRS C10.7 - When a boat in a match fails to sail the course in accordance with RRS 28.1, she shall be scored DNF without a hearing. This changes RRS 35 and A5.

2 ENTRIES and ELIGIBILITY

- 2.1 Only clubs whose challenges have been accepted by the OA are eligible for the event. The clubs are listed in SI Addendum A.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit \$US 500.00 for damage and complete crew weighing, all between 1200 and 1800 on Thursday November 6 unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the jury may authorize an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the jury may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the 2nd floor Grill Room.
- 3.2 Signals made ashore will be displayed from the "A" frame structure located near the boat hoists.
- 3.3 Skippers shall attend the first briefing, which will be located in the 2nd floor Grill Room, unless excused by the OA.
- 3.4 The first meeting with the umpires will be located in the 2nd floor main board room.
- 3.5 A daily morning meetings will be located in the 2nd floor Grill Room
- 3.6 Post-race de-briefings will be held on the ground floor near the Tiki Bar as soon as possible after the last race of each day.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 60 minutes before the start of any race affected and will be signed by the RC and the jury representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS and SAILS

- 5.1 Boats
- (a) the event will be sailed in Flying Scot Class boats provided by the OA.
- (b) the sails to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signaled from the RC boat with or before the attention signal. The signals will have the following meanings:

Signal	Sail combination to be used
No Signal	Main, jib and spinnaker
"R" Flag	Main and Jib

- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be 3. All registered crew shall sail all races.
- 7.2 Crew Weighing
(a) The minimum total crew weight, determined prior to racing, shall be 500 lbs. (226kg) when wearing base-layer sailing gear, including shoes and excluding foul weather gear and PFD's.

8 EVENT FORMAT and STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Addenda A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two clubs:
(a) they will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
(b) when the series has been decided, further matches between these two will not be sailed.
(c) crews will exchange boats after odd matches of the series.
- 8.3 The racing days are scheduled as Friday, Saturday and Sunday November 7 – 9, 2014.
- 8.4 The latest time for an attention signal on the last day of racing will be 1600.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages. RRS C10.3 applies.
- 8.7 The intended time of the first attention signal each day is 0950.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be on the South Shore of Lake Pontchartrain approximately 1 nm north of Southern Yacht Club.

10 COURSE

10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale). Windward mark colors may be arranged in any order.



Leeward Mark (L): [triangle] orange

Start/Finish Line [circle] ----- R/C Signal Boat orange

- (b) Signals and Course to be Sailed
Course signals will be displayed from the RC boat, at or before the warning signal.
Marks W and L shall be rounded to starboard. Only one Mark W will be rounded for each leg, as specified by SI 12 & 13.

Table with 2 columns: Signal, Course. Row 1: No Signal, Start - W - L - W - Finish. Row 2: S, Start - W - Finish.

- 10.2 Description of Marks
- (a) The RC signal boat, "Patrol II", will be identified by a blue Race Committee flag. The Start/Finish mark will be an orange sphere.
 - (b) The (3) Windward marks "W" will be a yellow, an orange, and a white inflatable tetrahedron and may be set in any order. Refer to SI section "Change of Position of the Windward Mark."
 - (c) The Leeward mark "L" will be an orange tetrahedron.
- 10.3 Starting/Finishing Line
- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a staff displaying an orange flag on the RC signal boat.
- 10.4 Abandonment and Shortening
- (a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
 - (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display green to signal 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 close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

- 12.1 The flight number and parings will be displayed from the RC signal boat at or before the attention signal.
- 12.2 The Preparatory signal will be flag "P" over a yellow, orange or white flag. The colored flag accompanying flag "P" indicates the color of the weather mark. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Change of Course Signals (amends RRS 33 and Race Signals)
- (a) Flag C and a colored flag or board means: 'The windward mark has been changed. Sail to a mark the same color as the flag or board.'
 - (b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 13.2 Signaling vessels
- (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected.
 - (b) When a change of course is signaled after the first leg it will be displayed from a boat in the vicinity of mark L.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH BOATS

No coach boats will be permitted.

16 MEDIA, IMAGES and SOUND

- 16.1 Competitors shall not interfere with the normal working of the OA supplied media equipment.
- 16.2 The OA have the right to use any images and sound recorded during the event free of any charge

17 PRIZES

- 17.1 The principal prize for first place will be the Seawanhaka Cup. The winning club will receive the travelling trophy in accordance with the Seawanhaka Cup Declaration of Trust.
- 17.2 There will be individual prizes for the skipper and crew of the winning club in this event.
- 17.3 Other prizes will be awarded.

18 DISCLAIMER

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority 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.

19 Contact Information:

Regatta Chairman

Kett Cummins (504) 723-0979 kett@cumminsnola.com

Principal Race Officer

George Hero (504) 427-5856 GHero@GeorgeHero.com

Chief Umpire

Don Becker (949) 246-8777 don@ayedoc.com

SI ADDENDUM A – LIST OF SKIPPERS and BOAT ASSIGNMENTS

See separate attachment

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

See separate attachment

SI ADDENDUM C – HANDLING of BOATS

1 GENERAL

- 1.1 While all reasonable steps are taken to equalize the boats variations 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 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.
- 2.7 Hauling out a boat or cleaning surfaces below the waterline.
- 2.8 Attaching lines to the fabric of spinnakers.
- 2.9 Perforating sails, even to attach tell tales.
- 2.10 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.11 Adjusting or altering the tension of standing rigging.
- 2.12 Omitting any headsail car or turning block.
- 2.13 The use of electronic instruments other than hand held compasses and watches.
- 2.14 Marking directly on the hull or deck with any kind of writing instrument.
- 2.15 Use of any tape that leaves a residue / use of duct tape

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) adhesive 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 and clevis pins
 - (h) Velcro tape
 - (i) spare flags
 - (j) PFD's when not supplied by the OA
- 3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (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 C6
 - (g) personal safety
- 3.3 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 The completion of a written damage report before leaving a boat 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 disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
- (a) folding, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day

- 4.3 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.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 2.9, 2.14, 2.15, 4.2 or 4.3 will be considered as damage. Each such infringement will result in a \$50 deduction from the skipper's damage deposit.

SI ADDENDUM D – 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.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker
- One crank handle
- One spinnaker pole
- Two spinnaker sheets
- Two headsail sheets
- Tiller extension
- Genoa cars

SAFETY GEAR

- Life jackets for each crew member

TOOLS

- Any supplied tools

GROUND TACKLE

- Anchor
- Anchor line

MOORING LINES and FENDERS

- Bow mooring line

SI ADDENDUM E – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

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.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS and BOAT ASSIGNMENTS

team	Skipper	Crew 1	Crew 2
Balboa YC	Alan Andrews	Carson Reynolds	Christine Roberston
Larchmont YC	Dan Ronan	Ryan Zupon	TBD
Royal St. Lawrence YC	Tony Staples	Peter McBride	Scott Morgan
Royal Vancouver YC	Ben Mumford	Chris Carroll	Ian Woodbury
San Diego YC	Eric Doyle	Bruce Sutphen	Jacqueline Campbell
Seawanhaka Corinthian YC	Chris Poole	JP Blaise	Jon Hammond
Southern YC	Patrick Ryan	Norman Vallette	Thomas Meric

team	ID	Quals		Semis		Finals		
		RR1	RR2	M1	M2-3	M1	M2-3	M4-5
Balboa YC								
Larchmont YC								
Royal St. Lawrence YC								
Royal Vancouver YC								
San Diego YC								
Seawanhaka Corinthian YC								
Southern YC								

A-G

Instructions

- 1) Teams are randomly assigned an ID (A-G) for the entire event.
- 2) Teams are randomly assigned a boat (#) for RR1.
- 3) After RR1, teams swap boats thus: A<->B, C<->D, E->F, (F waits for G) F->G, G->E.
- 4) After Quals, the top seed selects first opponent for Elims.
- 5) Teams keep same boats to start Elims.
- 6) Each Elimination pair swaps boats after first and third races. Consolation teams do not swap boats.

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

QUALIFICATION SERIES

team		Round Robin 1							Pts	Round Robin 2							Pts	TOT
		1	2	3	4	5	6	7		8	9	10	11	12	13	14		
	A				X			0				X				0	0	
	B		X					0		X						0	0	
	C						X	0							X	0	0	
	D			X				0			X					0	0	
	E				X			0				X				0	0	
	F					X		0					X			0	0	
	G	X						0	X							0	0	

Both international teams and top two domestic teams advance to the Championship Series. Top seed selects semifinal opponent.

Round Robin 1 Pairings														
Flight	1		2		3		4		5		6		7	
	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd
Match 1	E	F	E	G	G	C	B	C	B	D	A	D	F	A
Match 2	C	D	A	C	F	B	D	E	G	A	G	B	B	E
Match 3	A	B	D	F	E	A	F	G	C	F	C	E	D	G
Bye	G		B		D		A		E		F		C	

Teams rotate boats after RR1. See Boat Assignments.

Round Robin 2 Pairings														
Flight	8		9		10		11		12		13		14	
	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd
Match 1	F	E	G	E	C	G	C	B	D	B	D	A	A	F
Match 2	D	C	C	A	B	F	E	D	A	G	B	G	E	B
Match 3	B	A	F	D	A	E	G	F	F	C	E	C	G	D
Bye	G		B		D		A		E		F		C	

SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES

ELIMINATION SERIES

		Semifinal 1			Pts
team		15	16	17	
	Q				0
	R				0

First to 2 Points

		Championship					Pts
team		18	19	20	21	22	
	W1						0
	W2						0

W1 vs. W2, first to 3 points

		Semifinal 2			Pts
team		15	16	17	
	S				0
	T				0

First to 2 Points

		Petit Final			Pts
team		18	19	20	
	L1				0
	L2				0

L1 vs. L2, first to 2 Points

		Consolation Round Robin						Pts
team		15	16	17	18	19	20	
	X			X			X	0
	Y		X			X		0
	Z	X			X			0

RR may be altered, see Notes below.

		Podium	
CH-W	1st		
CH-L	2nd		
PF-W	3rd		

Elimination Pairings																
Flight	15 †		16		17		18 †		19		20 †		21		22	
Entry	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd	port	stbd
Match 1	Y	X	X	Z	Z	Y	X	Y	Z	X	Y	Z	W1*	W2*	W2*	W1*
Match 2	T	S	S	T	T*	S*	L2	L1	L1	L2	L2*	L1*				
Match 3	R	Q	Q	R	R*	Q*	W2	W1	W1	W2	W2	W1				
Bye	Z		Y		X		Z		Y		X					* If needed

Notes: † After Flights 15, 18 and 20, each Elimination pair (not RR) will swap boats.

If a match is omitted or not needed, subsequent matches will move up in the cycle. No empty starts.

The Consolation RR may be shortened or omitted to allow for completion of the Elimination matches.