



**Boston Yacht Club  
Organizing Authority. Marblehead, MA**

**21<sup>th</sup> Anniversary Invitational Team Racing for the 2019 Jackson Cup  
April 27 – 28, 2019**

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**Sailing Instructions**

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**1 RULES**

- 1.1 The team racing event will be governed by: The rules as defined by The Racing Rules of Sailing (RRS), the rules for handling boats (Addendum A, herein), Appendix U and Appendix D.
- 1.2 The Sonar Class rules will not apply.
- 1.3 The US Sailing prescriptions to RRS 63.2 and 63.4 are deleted.
- 1.4 The third sentence of rule 66 is changed to: "A party to a hearing may not ask for a reopening." Subsequent sentences in this rule are deleted.
- 1.5 RRS16.2 is changed to: "In addition, on a beat to windward when a *port-tack* boat is *keeping clear* by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*." Permission to use this test rule has been granted by World Sailing.

Consequential Changes:

Case 132 answer 1 shall apply to this Test Rule 16.2 as follows:

- Two boats on opposite tacks are considered to 'on a beat to windward' when their proper course is close-hauled or above, or when one or both of them have overstood the close-hauled layline to the mark and are consequently sailing below close-hauled.

When this Test Rule applies, the Team Racing Call Book is changed as follows:

- Call D2 Delete Call
- Call D5 In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics
- Call G7 Delete Q&A 1

- 1.6 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.
- 1.7 Team Racing Rules are changed as follows:
  - a. Rules D1.2(c) is changed; "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. RRS D2.3(d): " 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 B Is warranted for one or more boats without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and any penalty (or penalties) 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 03.1 (d)(3) and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty (or penalties) by reporting it to the race committee. RRS 02.7 applies to this decision. This changes RRS 64.1(b) and 03.1(d).
  - c. RRS D2.3 Penalties initiated by an Umpire: Add "(h) falls to comply with any 'Prohibited Items or Actions' in Addendum C".
  - d. RRS D2.3 Penalties initiated by an Umpire: Add, "The penalty given during a race for a breach of rule

42 or a 'Prohibited Item or Action' in Addendum A shall be a One-Turn-Penalty."

e. RRS D5.3 and 5.4: Replace "race committee" with "protest committee" in both rules.

f. USCG-approved PFDs (or PFDs approved by a team's home country comparable regulatory authority) shall be worn at all times while racing except while actively adding or removing 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).

1.8 No crew or skipper changes are permitted during the regatta without express written permission from the Organizing Authority. Any exceptions to the eligibility requirements must be obtained as written permission from the organizing authority before racing begins.

## 2 NOTICE TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the main lounge of the Boston Yacht Club.

## 3 CHANGES TO SAILING INSTRUCTIONS

Any changes to the Sailing Instructions will be posted by 0800 on the day it will take effect except that changes on the water, including changes to SI 6 REGATTA FORMAT, may be made orally by the Race Committee with the assistance of the Umpires, if necessary, in which case Flag "L" will be flown from the Signal Boat.

## 4 BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

4.1 Sonar-type boats will be provided by Boston 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 rule 62.1(a).

4.2 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.

4.3 Addendum A, Handling the Boats, lists items and actions that are prohibited, permitted and mandatory.

4.4 Competitors are responsible for inspecting their boat before each race for possible breakdowns, damage and discrepancies, which shall be brought to the attention Dock Staff Authority. After the final race of the day on Saturday, EACH skipper shall report the condition of their boat to the Dock Authority so that repairs if needed may be made before racing resumes the following day.

4.5 Boats will be rotated in accordance with a schedule distributed at the Skippers' meeting. Boat groupings may be identified by colors on the sail and bow, as well as individual boats by their sail numbers, and in conjunction with the color of their main sails.

4.6 NO CREW SHALL USE A BOAT UNTIL THE SKIPPER'S DAMAGE DEPOSIT IS RECEIVED.

## 5 SCHEDULE

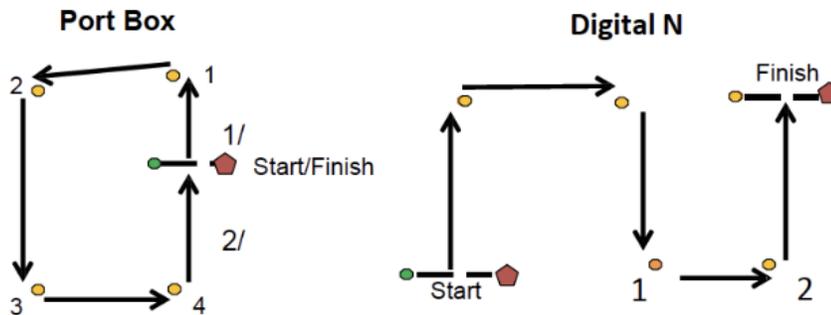
Friday, April 26:	1730 - 1900	Registration
	1830	Welcome reception and light social, enjoy Marblehead
Saturday, April 27:	0700 - 0815	Registration
	0800	Skippers meeting
	0900	First Warning Signal no earlier than
	1830	Cocktails
	1900	Regatta dinner under the tent
Sunday, April 28:	0900	First Warning Signal no earlier than
	1530	Last start no later than
		Awards and light refreshments shortly after racing

## 6 REGATTA FORMAT AND SCORING

- 6.1 The intended format is a first stage of up to two round robins among all eight teams, followed by a final knock-out stage among the top four ranked teams, time and weather permitting. Semi-final: 1<sup>st</sup> and 4<sup>th</sup> place to race each other, 2<sup>nd</sup> and 3<sup>rd</sup> place to race each other, first to 2 race-wins advances. A boat color draw will occur on the dock before this semi-final series and teams stay in the same boats during these races. Winners of 1 v 4 and 2 v 3 will have a second boat draw on the dock, unless the OA determines that certain boat colors are best suited to race each other based on breakdown status. The winners sail a first to 3 race wins knock-out to determine 1<sup>st</sup> and 2<sup>nd</sup> places, the losers sail a first to 2 race-wins knock-out to determine 3<sup>rd</sup> and 4<sup>th</sup> places. If the semi-final matches cannot be completed, the regatta standings will be based on the results of the round-robin stage. This changes D4.7 only for the semi-finals.
- 6.2 Event Finals: If this match is terminated before it is complete, the winner shall be the team with the higher number of race wins at that time or, if this is a tie, the team that won the last race of the match. This changes RRS D4.7,
- 6.3 The Event Chair, in consultation with the Principal Race Officer and the Chief Umpire, may terminate or alter the format in progress, change assigned boats, change the order of races, arrangements as may be necessary to conclude the event. This changes rule D4.2.

## 7 THE COURSE AND RACING AREA

- 7.1 Racing will be conducted inside Marblehead Harbor.
- 7.2 The default course will be a port box with the start and finish in the middle or favoring a shorter first leg. On the leg from M2 to M3, the Race Committee Signal Boat and the port end starting/finishing mark are marks of the course. The Signal Boat shall be passed to starboard or the starting/finishing 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.



- 7.3 A digital N course is optional and will be signaled by flag "G" prior to the warning signal.
- 7.4 Courses may not be shortened. This changes rule 32 and Race Signal Flag S.

## 8 MARKS

- 8.1 Rounding marks will be moorings with attached orange tetrahedrons.
- 8.2 The start / finish marks may be a mooring with an attached race committee boat and either a mooring with an attached green tetrahedron or a green tetrahedron on its own anchor.
- 8.3 When a mark is attached to a mooring, the moorings, tetrahedrons, and race committee boat, and their means of attachment to each other, are all part of each respective mark. The mooring's rode/chain is considered an anchor line for the purposes of the definition of a mark.

## 9 THE START

- 9.1 Races will be started in accordance with Appendix U

- 9.2 The starting line will be between the staff on the race committee signal boat from which an orange flag is displayed and the course side of the green tetrahedron.
- 9.3 Individual recalls will be made in accordance with rule U4. If there is a recall, flag X will be displayed for up to one minute following the start. This changes rule U4.

## 10 CHANGE OF COURSE AFTER START

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 sound signals for a course change. This changes rule 33.

## 11 THE FINISH

The finishing line will be between a staff on the race committee signal boat (port box course) or a race committee finish boat (digital N course) from which an orange flag is displayed and the course side of the port end finish mark.

## 12 TIME LIMIT AND ABANDONMENT

- 12.1 The time limit for a race shall be 25 minutes. Boats failing to finish within 10 minutes after the first boat sails the course and finishes will be scored 6 points and D3.2 will not apply.
- 12.2 The decision to abandon a race will be made by the race committee and may be communicated orally by the race committee and umpires. This changes rule 32 and Race Signals.

## 13 UMPIRING

- 13.1 Rule D2, Umpired Races, will apply.
- 13.2 Competitors may assist the umpires when their team is not racing at the discretion of the organizing authority and chief umpire and will not be considered *interested parties* while serving in this role.

## 14 PROTESTS AND REDRESS REQUESTS

- 14.1 The protest committee will be comprised of umpires appointed by the chief umpire, or race lead umpire.
- 14.2 Protests and redress requests may be heard on the water or ashore in the main lounge.
- 14.3 Any format change by the OA in compliance with sailing instructions 3 or 6, or the Race Committee's decisions regarding abandonment under rule 32, shall not be a basis for a boat to request redress.
- 14.4 Protests regarding substitution of crew made without prior written authorization of the OA may result in one or more race-win penalties at the discretion of the protest committee.

## 15 DAMAGE:

When damage occurs or is likely to have occurred, **whether or not a boat has been penalized or an umpire has instructed a boat to report to the Dock Staff Authority for damage inspection**, that boat shall report to the Dock Staff Authority immediately at the end of her rotation on the water.

## **SI ADDENDUM A - HANDLING THE BOATS**

1. **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:
  - 1.1 Any additions, omissions or alterations to the equipment supplied.
  - 1.2 The use of any equipment for a purpose other than that intended or specifically permitted.
  - 1.3 The replacement of any equipment without the sanction of the RC.
  - 1.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
  - 1.5 Moving equipment from its normal stowage position except when being used.
  - 1.6 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.
  - 1.7 Hauling out a boat or cleaning surfaces below the waterline.
  - 1.8 Moving the mast blocks from their original position
  - 1.9 Hoisting the mainsail headboard above the bottom of the black band.
  - 1.10 Perforating sails, even to attach tell tales.
  - 1.11 Radio transmission, except to report damage or in response to a request from the RC or Dock Authority.
  - 1.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
  - 1.13 The use of electronic instruments other than compass and watches.
  - 1.14 Using the spinnaker pole to wing out the foresail.
  - 1.15 Marking directly on the hull or deck with permanent ink.
  - 1.16 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited
  - 1.17 Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard.
  - 1.18 Changing the number of mainsheet purchases or the purchase system.

### **2 PERMITTED ITEMS and ACTIONS:** The following are permitted:

- 2.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) tell-tale material
  - (e) watch, timers and hand held compass
  - (f) shackles and clevis pins
  - (g) spare red and yellow flags
- 2.2 Using the items in 2.1 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell-tales
  - (c) prevent sails being damaged or falling overboard
  - (d) make minor repairs and permitted adjustments
  - (e) make signals as per Appendix D2
- 2.3 Skippers may tie down tiller during racing if they wish.

## SI ADDENDUM B

### PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING

The umpires may impose a penalty for breaking rule 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 rule 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out round, 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.