



## The 2023 Turner Team Race *Hosted By The Citadel*

### Sailing Instructions

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#### 1. RULES

1.1. This regatta will be governed by *The Racing Rules of Sailing* (RRS) including RRS Appendix D (Team Racing Rules), the current Procedural Rules (PR) and Class Rules (CR) for the Intercollegiate Sailing Association (ICSA) except as modified by these SIs.

1.2. All races will be umpired, but if the event is short on umpires for any race(s), two minute justice will be implemented and decided by impartial jurors that may be affiliated with other teams competing.

1.3. RRS D2.2(a) is changed to "She shall hail 'Protest' and conspicuously display a raised open hand at the first reasonable opportunity for each."

1.4. PR 25 is changed to: RRS Appendix D shall be used for team racing regattas, deleting the red flag requirement in RRS 61.1(a). RRS D1.2(c) and D5.2 are changed by replacing the phrase "a red flag" with "a raised open hand."

1.5 RRS 20 is changed so that the following arm signals are required in addition to the hails:

- (1) For room to tack, repeatedly and clearly pointing to windward; and
- (2) For 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward

#### 2. NOTICES TO COMPETITORS

2.1. Notices will be posted on the Techscore Notice Board or hailed at the skippers meeting on Saturday morning.

#### 3. CHANGES IN SAILING INSTRUCTIONS

3.1. Any changes in the SIs will be announced orally and posted before the first race in which they are to take effect.

#### **4. SCHEDULE**

Saturday March 11<sup>th</sup> – 9AM Report Time & 9:20AM Skippers meeting w/ Racing to Follow  
Sunday March 12<sup>th</sup> – 9AM Report Time with Racing to Follow, No Start After 3PM

#### **5. FORMAT**

5.1. The format for the regatta shall be a series of Round Robins (1-3 depending on conditions). No final 4 will be sailed and if there are any tied scores after the final round-robin sailed, they will be decided by a sail off after that round-robin is completed

#### **6. BOATS & EQUIPMENT**

6.1. Z420s (#'s 1-6 & 7-12) and FJs (#'s 1-6).

6.2. The standing rigging shall not be adjusted.

6.3. The penalty for infringing SI 6.1 or SI 6.2 will be disqualification from all races sailed in contravention of those instructions.

6.4. Competitors shall report all damage or loss of equipment, however slight, to the boatswain immediately after arriving on shore or to the Race Committee Finish Boat on the water.

6.5 Boats sail #'s will not match hull #'s on every boat sailed, so RC/Umpires will always solely refer to sail #'s

#### **7. ROTATION**

7.1. The rotation of boats will be in accordance with the online rotation.

7.2 Boats will rotate off of the outer Carolina Yacht Club dock and will be directed exactly where to rotate by the race committee.

7.3 Teams are asked to stay on the Carolina Yacht Club docks and not wander around the club's other facilities while racing.

#### **8. MARKS**

8.1. All rounding marks will be orange balls (including the start pin).

#### **9. COURSE**

9.1. The Digital N Course

## **10. STARTING SYSTEM**

10.1. Races will be started in accordance with PR 18(b)(i).

10.2. The Race Committee may opt to use a rolling starting system; that is a system where the warning signal for a subsequent race is the starting signal for the previous race.

## **11. RECALLS**

11.1. Individual recalls will be signaled in accordance with PR 18(b)(ii).

11.2. A general recall will be used in accordance to PR 18(b)(iii), except that the "1 minute rule" (RRS 30.1) will not be used. (Changes PR 18(b)(iii))

## **12. PROTESTS**

12.1. Written protests, including requests for redress and breakdowns, shall be filed with the scorer within 15 minutes of the last competitor's arrival ashore after the race or set of races in which the incident occurred.

12.2. Protest forms will be available at the Race Office and shall be filed with the RC representative at the Charleston Sailing Center.

12.3. Video, and/or photographs taken from any source shall not be presented by competitors as evidence at protest hearings. This changes RRS 63.6.

12.4. RRS 66 – The third sentence of RRS66 is changed to read "A party to the hearing may ask for a reopening of a hearing held during a round robin, no later than 30 minutes after the conclusion of the round robin."

12.5. The posting of the 'Protest Hearing Schedule' of a Request for Redress is considered to meet US Sailing prescription to rule 63.2. Requests may be made orally to the Protest Committee when the hearing is called.

## **13. BREAKDOWNS**

13.1. When a boat suffers a breakdown in the racing area, she may request a score change by hailing an umpire or the race committee to that effect at the first reasonable opportunity after the breakdown, until the hail is acknowledged. If possible, she shall continue racing. This changes RRS D5.2 and PR 25.

## **14. SCORING**

14.1. RRS D3 and D4 shall be used, as modified by PR 25.

14.2. Breakdowns will be scored in accordance with RRS D.5 as changed by PR 20

## **15. SAFETY**

15.1. Competitors who require assistance from rescue boats should do so signify by waving arms overhead. A competitor who retires from a race shall notify the Race Committee as soon as possible.

15.2. Starting sequences will not be delayed to accommodate any capsized boats.

## **16. PARKING**

16.1 All teams are allowed one vehicle to be parked at Carolina Yacht Club. There is a gate guard at the entrance and he will be given a list of the schools competing and will let you through after stating your team's name.

## **17. COACHING**

17.1 Coaching will either be done onshore from the Carolina Yacht Club outer dock or by coach boat if permitted/available for everyone (1 representative per team would be allowed in this case).

17.2 All teams will have equal access to coaching.

## **18. DAMAGE**

18.1 The umpires may impose a penalty for breaking RRS 14 without a protest hearing, unless a boat involved in the incident requests a hearing, in which case the umpires shall report the incident to the protest committee. If it has good reason to do so, the protest committee may impose a greater penalty than what the umpires deemed appropriate. When both boats break RRS 14, this will both receive a penalty. This changes PR 26.

18.2 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.

18.3 Teams are responsible for any severe damage incurred on the water that has been deemed their fault by the race committee & umpires.