



U.S. ADULT SAILING CHAMPIONSHIP

UNITED STATES ADULT SAILING CHAMPIONSHIP REGATTA

Clifford D. Mallory Trophy
Organizing Authority (OA): US Sailing
Host Club: Texas Corinthian Yacht Club
(TCYC)
October 21-24, 2021

SAILING INSTRUCTIONS (SIs) POSTED October 18, 2021

Regatta Website: <https://www.ussailing.org/competition/championships/2021-u-s-adult-sailing-championship/>

The notation [DP] in a rule in the Notice of Race or SIs means that the penalty for a breach of that rule may, at the discretion of the protest committee (PC), be less than disqualification. The notation [NP] in a rule in the Notice of Race or SIs means that a boat may not protest another boat for breaking this rule. This changes RRS 60.1(a).

1. RULES

- 1.1 The Event will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS) as changed by **Appendix UF – Umpired Fleet Racing**, US Adult Racing Championship Edition, which will be posted on the official notice board.
- 1.2 [2021-2024 US Sailing Prescriptions](#) (Including prescriptions to RRS 60 and 63.2 but excluding prescriptions to RRS 63.4)
- 1.3 The following additional documents will govern this event:
 - 1.3.1 [US Sailing Conditions of the US Adult Sailing Championship](#)
 - 1.3.2 [US Sailing Championship Conditions](#)
 - 1.3.3 [US Sailing Regulations 2, 10, 14 and 15](#)
 - 1.3.4 [US Sailing Safe Sport Handbook](#)
 - 1.3.5 [US Sailing Championships Code of Conduct](#)
 - 1.3.6 [US Sailing Coaching and Support Boat Policy](#)
 - 1.3.7 **SI Addendum A, B, C, D, E, F, G**
- 1.4 [DP] Per US Sailing Regulation 10, all competitors must wear US Coast Guard-approved personal flotation devices (PFD) **at all times while on-the-water**, except for brief periods while adding, adjusting, changing or removing clothing. Competitors from outside the United States may wear a PFD approved by their nations' certification authority to the extent permitted by international treaty. This changes RRS 40 and the preamble to RRS Part 4.
- 1.5 If there is a conflict between any SI and the Notice of Race, the SI shall govern. This changes RRS 63.7.
- 1.6 [DP] Substitution of competitors will not be allowed without prior written approval of the OA.
- 1.7 RRS 41 is changed by adding:

“(e) help to return a crewmember who was overboard to her boat. The boat shall then return to the location where the crewmember originally went overboard to resume racing.”
- 1.8 RRS 62.1 is changed by adding new section (e) that applies to yachts and equipment assigned as well as all provided sails.

“(e) catastrophic physical damage not falling within RRS 62.1(b) that was due to defective supplied equipment and that a reasonably competent crew would not have been able to avoid or promptly repair.”

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official notice board located on the windows on the water side of the TCYC. As a courtesy, notices may also be posted on the regatta website.
- 2.2 Questions regarding the NOR or SIs may be submitted in writing to the RC. Written responses will be posted on the official notice board.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the SI will be posted within 30 minutes after each day's competitors meeting on the day it will take effect.
- 3.2 Any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 3.3 In compliance with RRS 90.2(c), changes to the SIs may be made on-the-water by displaying flag "L" from the RC signal boat with one sound. The RC will announce the change on **VHF channel 68**. The umpires may assist with notifying the boats.
- 3.4 If changes to the SIs are made on-the-water, they will be written down and posted ashore as soon as possible on the day they were made.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the flag pole of TCYC.
- 4.2 When flag 'AP' is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signal AP.

5. SCHEDULE.

5.1 Schedule is as follows:

Date	Time	Event
Wednesday, October 20	1000 – 1700	Registration & Weigh-In
	1200 – 1700	Boats available for practice
Thursday, October 21	0800 – 0900	Late Check-In
	0900	Competitor's meeting – front porch
	1100	First warning
	after racing	Social at TCYC
Friday, October 22	0900	Competitor's meeting – front porch
	1100	First warning
	after racing	<i>on own</i>
Saturday, October 23	0900	Competitor's meeting – front porch
	1100	First warning
	after racing	Social at TCYC
Sunday, October 24	0900	Competitor's meeting
	1100	First warning
	1430	<i>No initial warning signal after 1430.</i>

	after racing	Social & awards at TCYC
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5.2 [DP] Skippers shall attend the daily morning briefing held on the front porch of TCYC.

6. RACING AREA

Racing area is approximately ¾ nm due east of the TCYC pier, on the waters of Galveston Bay.

7. FORMAT and BOAT ASSIGNMENTS

7.1 SI **Addendum E** describes the format for racing.

7.2 SI **Addendum G** shows the assignments of teams to boats and will be distributed to teams at the first morning briefing.

8. BORROWED BOATS AND EQUIPMENT

8.1 [DP][NP] TCYC will provide member-owned, race-ready Sonar-type boats and sails for all teams. Teams must use the Sonars as provided by TCYC and comply with the NOR and SI **Addendum A, Boat Handling and Equipment Rules**, at all times while competitors are aboard the boats, including practice sessions.

8.2 Each team will use red protest flags provided by OA to indicate a protest of another boat, that will stay with the boat during the rotations.

8.3 Each team will be provided with a breakdown flag, that will stay with the boat during the rotations, which will be described at the first competitor's meeting.

9. THE COURSE

9.1 The diagram in **Addendum B** shows the course to be sailed, including the order that marks are to be passed.

9.2 All marks must be rounded to port except all boats must sail between the gate marks (i.e., marks 2s/p) from the direction of the previous mark and round either gate mark. If a gate mark is missing or not in place, the remaining leeward mark shall be rounded to port.

9.3 Courses will not be shortened. This changes RRS 32.

9.4 [DP] When flag 'V' is displayed at or before the warning signal from the RC signal boat, spinnakers shall not be used. This changes Race Signals.

10. MARKS

10.1 The start mark will be an orange inflatable.

10.2 Mark 1 will be a yellow inflatable.

10.3 Mark 1a, the offset, will be a red/orange buoy.

10.4 Marks 2s/p will be yellow inflatables.

10.5 The finish mark will be a red/orange buoy.

11. THE START

11.1 Races will start in accordance with RRS Appendix U, Audible-Signal Racing System. This replaces RRS 26. See **Addendum C**.

11.2 Starting line will be between a staff displaying an orange flag on RC signal boat and the course side of the starting mark.

11.3 The RC will attempt to hail OCS boats after the start, on **VHF channel 68**. Failure or delay to receive or hear hails or radio transmission will not be grounds for redress under RRS 62.1(a).

11.4 A boat failing to start within three (3) minutes after her starting signal will be scored Did Not Start(DNS) without a hearing. This changes RRS A4 and A5.

12. CHANGE OF THE NEXT LEG OF THE COURSE

12.1 The RC may make minor adjustments to the racecourse during a race. A course change of less than 10 degrees or .1nm will not be signaled. This changes RRS 33.

12.2 If the RC decides to make a change of the course, original marks will be moved to the new location.

13 **THE FINISH**

The finish line will be between a staff displaying an orange flag on the RC signal boat and the course side of the finish mark. This changes Race Signals.

14 **TIME LIMIT**

14.1 The time limit for each race will be 60 minutes for the first boat to sail the course and finish.

14.2 Boats not finishing within 10 minutes after the first boat sails the course and finishes will be scored DNF (Did Not Finish) without a hearing. This changes RRS 35, A4 and A5.

15 **BREAKDOWNS and TIME FOR REPAIRS**

15.1 Before the warning signal of a race or within two (2) minutes of finishing or within five (5) minutes of changing into a new boat, whichever is later, a boat shall display the breakdown flag to signal a breakdown or damage to the boat, her sails or injury to her crew, and request a delay to the next start.

15.2 To report a breakdown, competitors should contact the bosun on **VHF channel 72** at time of breakdown and upon finishing the race, or ashore, by notifying the OA at TCYC.

15.3 The time limit allowed for repairs will be at the discretion of the RC.

15.4 After the warning signal of a race, a start will not be postponed or abandoned due to breakdown unless the breakdown flag was displayed as required by SI 15.1.

15.5 Failure to effect repairs in the time allowed, or breakdowns after the warning signal, shall not be grounds for redress. This changes RRS 62.

15.6 A boat with an alleged breakdown must make all reasonable attempts to finish its race. The bosun will be available on the course to inspect any breakdown and will report to RC. See **Addendum D** for further details.

15.7 Refer to **Addendum F** for information on damages.

16 **PROTESTS AND REQUEST FOR REDRESS**

16.1 Red flags will be provided by the OA to each boat to be displayed when protesting another boat in accordance with UF 3.1.

16.2 Other Protests and Requests for Redress will be made in accordance with UF 4.

16.3 Protests and requests for reopening or redress need not be in writing but Hearing Request forms will be available on the round table in the TCYC entryway should a competitor wish to complete one for hearings held ashore.

16.4 The PC will attempt to post a list of hearings, the time and the location, on the official notice board no later than 30 minutes after the RC signal vessel has docked.

17 **SCORING**

17.1 The regatta will be conducted using a single series format.

17.2 Refer to **Addendum E, Event Format and Scoring**, for additional scoring information.

18 **SAFETY**

[NP] A boat that withdraws or retires from a race must notify the RC by hail or **VHF channel 68**.

19 **[NP] PROHIBITED SUBSTANCES & DISCIPLINE**

19.1 Per US Sailing Regulation 10.03, for the regatta, no competitor will use or possess, either on or off the water, marijuana or any other substance if use or possession is illegal under state or federal law. An alleged breach of these regulations will not be grounds for a protest.

19.2 However, when PC believes that a competitor may have breached any regulation or Code of Conduct, it must follow the process described in the Championship Code of Conduct. If a competitor is found to have breached one of the elements within the Code of Conduct, he/ she will be excluded from the remaining races of the series and, where practicable, removed from

the event venue and sent home. The competitor's team will be disqualified from all races of the event.

20 RADIO COMMUNICATIONS

- 20.1 [DP][NP] All teams **must** bring and carry an operating VHF radio while on-the-water.
- 20.2 [DP] Except in an emergency, a boat will neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile devices.

21 PRIZES

- 23.1 US Sailing medals will be awarded to the top three (3) teams.
- 23.2 The first-place team will be presented the **Clifford D. Mallory Trophy**.
- 23.3 The **Staton J. Peele, Jr. Trophy** voted upon by the sailors may be awarded for sportsmanship.
- 23.4 Additional trophies and awards may be awarded at the discretion of the OA.

24. DISCLAIMER, RELEASE & WAIVER OF LIABILITY

Sailing is an activity that has an inherent risk of damage and injury, including without limitation bodily injury, permanent disability, and death. Each person participates in the event and each race entirely at his/her own risk. See RRS 3, Decision to Race.

THE ORGANIZING AUTHORITY, US SAILING, TEXAS CORINTHIAN YACHT CLUB, RACE COMMITTEE, PROTEST COMMITTEE, UMPIRES, SPONSORS, HOST CLUB(S) AND VENUE (AND EACH OF THEIR RESPECTIVE OFFICERS, DIRECTORS, PERSONNEL, EMPLOYEES, SERVANTS, CONTRACTORS, OFFICIALS, MEMBERS, GUESTS, VOLUNTEERS, AGENTS, REPRESENTATIVES AND ALL OTHER PERSONS IN THEIR CAPACITY OF ASSISTING A RACE OR RELATED EVENT OR ACTIVITY) (COLLECTIVELY, "**RACE ORGANIZERS**") WILL NOT BE RESPONSIBLE OR LIABLE FOR ANY ACTION, CLAIM, LIABILITY, LOSS, DAMAGE, ACCIDENT OR INJURY (INCLUDING BODILY INJURY, PERSONAL INJURY, PERMANENT DISABILITY, AND DEATH) (COLLECTIVELY, "**DAMAGES**") TO ANY PERSON, PROPERTY OR BOAT (i) SUSTAINED IN CONJUNCTION WITH OR PRIOR TO, DURING, OR AFTER EACH RACE; OR (ii) ARISING, RELATING OR RESULTING FROM USE OF RACE FACILITIES OR PARTICIPATION IN A RACE OR ASSOCIATED ACTIVITIES, TO THE FULLEST EXTENT PERMITTED BY LAW.

BY PARTICIPATING, EACH PARTICIPANT (AND IN THE CASE OF CHILDREN AND MINORS, EACH PARTICIPANT'S PARENT OR GUARDIAN) FOREVER RELEASES, DISCHARGES AND WAIVES ANY AND ALL ACTIONS, SUITS AND CLAIMS WHATSOEVER AGAINST **RACE ORGANIZERS** FOR ANY **DAMAGES** TO ANY PERSON, PROPERTY OR BOAT (I) SUSTAINED IN CONJUNCTION WITH OR PRIOR TO, DURING, OR AFTER EACH RACE; OR (II) ARISING, RELATING OR RESULTING FROM USE OF RACE FACILITIES OR PARTICIPATION IN A RACE OR ASSOCIATED ACTIVITIES, TO THE FULLEST EXTENT PERMITTED BY LAW.

PARTICIPANT FURTHER RELEASES ALL **RACE ORGANIZERS** FROM ALL DAMAGES WHATSOEVER ON ACCOUNT OF ANY OF THEM GIVING ASSISTANCE, AID, CARE, ADVICE, RESCUE, FIRST AID, TREATMENT OR SERVICES.

25. PUBLICITY and PHOTOGRAPHER'S RIGHTS

As a condition of participation, each participant (on behalf of him/herself and their children/minors) grant **RACE ORGANIZERS**, sponsors and their designated

photographers the perpetual, irrevocable right, license and permission to use, publish and distribute the participant's name, photos, video, images, finishes, results, and statements of them and their boat and crew in all forms and media worldwide (including without limitation Internet) for any purposes whatsoever (including without limitation advertisements, promotions, public sale of pictures, etc.) without compensation or further permission.

Addendum A

BOAT HANDLING AND EQUIPMENT RULES

A1. General

A1.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the judges or umpires.

A1.2 The crew sailing the boat shall report any damage or problem with the boat, before turning over a boat to the next crew. This shall be done by notifying verbally the bosun or team transfer crew during the on-the-water boat swaps or ashore after the last race for the boat each day. The reports must include any evidence of matters which could cause damage or disadvantage to the boat in future races.

A1.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

Permitted Items and Actions.

The following equipment may be brought aboard by competitors:

- a. Taking on board the following equipment:
 1. basic hand tools
 2. rigging tape, but not duct tape
 3. line (elastic or otherwise of 4 mm diameter or less)
 4. marking pencils
 5. tell-tale material (not to be put on sails)
 6. **digital or analog hand-held compass, timers, and watches**
 7. shackles and clevis pins
 8. Velcro tape
 9. copy of *Racing Rules of Sailing*, paper and pencil
 10. spare protest flag
 11. small personal video devices such as GoPro
 12. VHF radio - Per NOR#1.3, all teams must bring and carry their own VHF radio
 13. mobile phone
- b. Using the items in A1(a) only to:
 1. prevent fouling of lines, sails and sheets
 2. attach tell tales
 3. prevent sails being damaged or falling overboard
 4. mark control settings
 5. make minor repairs and permitted adjustments
 6. use the VHF to contact, or receive instructions from, the RC aspermitted herein.
- c. The jib cars may be adjusted as may the halyard tension, outhaul, vang and cunningham

A2. Prohibited Items and Actions.

Except in an emergency, or in order to prevent damage or injury, or when directed by OA, RC or PC, **the following are prohibited:**

- a. Any additions, omissions, or alterations to the hull, rudder, mast, boom or other equipment supplied.
- b. The use of any equipment for a purpose other than that intended or specifically permitted.
- c. The replacement of any equipment without the sanction of OA.
- 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 its berth or mooring without having paid the required damage deposit or having permission from Regatta Chair or designee, or, on race days, while 'AP' is displayed ashore.
- h. Hauling out a boat (other than the provided TCYC slings)
- i. Cleaning surfaces below the waterline or heeling the boat using the mast or shrouds.
- j. Attaching lines to the fabric of spinnakers.
- k. [DMG] Perforating sails, even to attach tell tales.
- l. **Adjusting or altering the tension of standing rigging, excluding the backstay.**
- m. Using a winch to adjust the mainsheet, backstay, or vang.
- n. Using a reef line as an outhaul.
- o. Using electronic instruments other than **hand-held compass, timers, and watches**. No Tac-Tic or other electronic compasses or GPS enabled watches are allowed.
- p. Using the spinnaker pole to wing out the jib.
- q. **[DMG] Marking directly on the boom, mast, hull, or deck.**
- r. Using the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crewmember outboard.
- s. Adjusting tension of the battens.
- t. [DMG] Attaching the spinnaker pole end to the shrouds.
- u. Roll tacking and gybing:
 - Crew shall not use the mast, or shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

A3. Provided Equipment

A3.1 Boats will be provided for all competitors, who shall not modify them or cause them to be modified in any way except as permitted in this addendum.

A3.2 While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.1(a).

A3.3 In attempt to protect TCYC member's boats, no race will be started or run when sustainedwinds exceed an average of 17 knots or gust to 22 knots or more.

A3.4 The following non-fixed items, provided on the boats, are to be carried on board at all times in their designated place while sailing:

Sails and Sailing Equipment		
mainsail with battens	Jib with battens	Spinnaker
two spinnaker sheets	Provided jib sheets	one spinnaker pole
two jib cars	tiller extension	

Safety Gear		
manual bilge pump	Tow line	Break down flag
Protest Flag		

A3.5 Loss or damage to any boat, sails or equipment must be immediately reported to the bosun or Regatta Chair or his designee.

A4. Mandatory Items and Actions.

A4.1 All equipment provided with the boat for sailing purposes shall be in the boat while afloat.

A4.2 [DMG] At the end of each sailing day, competitors shall:

1. roll, bag, and stow the sails as directed
2. leave the boat in the same state of cleanliness as when first boarded that day
3. using backstay control lines under slight tension to secure tiller
4. clean the boat (cabin and decks), remove all trash and removing all marks and tape except tape applied to turnbuckles and for chafe protection

A5. Sonar Class Rules

A5.1 This event is NOT being conducted as a Sonar sanctioned or class association event.

However, the following Sonar Class rule shall be in effect:

C.2 CREW

C.2.1 LIMITATIONS

(c) A crew member shall be seated inboard of the toe rail (including legs) but the upper body may lean outboard

(d) A crew member shall not use standing rigging for the purpose of accentuating a tack or a jibe.

A5.2 US Sailing encourages sailors to join the Sonar Class Association to support their efforts. To join the Sonar Class, see: <https://sca2.wildapricot.org/widget/join-us>

Addendum B

The COURSE

Course W4: Start-1-1a-2s/p-1-1a-Finish



1a



1



2s/p



Start/Finish

Addendum C

Audible-Signal Starting System

C1. A series of short signals may be made before the sequence begins in order to attract attention. The RC may also use VHF radio to announce a sequence.

C2. The starting sequence shall consist of the following sound signals made at the indicated times. Signals shall be timed from their commencement and shall govern, even if visual signals are also used.

<u>Signal</u>	<u>Sound</u>	<u>Time before the start</u>
Attention	Series of short sounds	Before the warning
Warning	3 long	3 minutes
Preparatory	2 long	2 minutes
	1 long, 3 short	1 minute, 30 seconds
	1 long	1 minute
	3 short	30 seconds
	2 short	20 seconds
	1 short	10 seconds
	5 short, 1 second apart	5-4-3-2-1 seconds
Starting	1 long	0

C3. Individual recalls shall be signaled by hailing the sail or bow number of each recalled boat. Flag X need not be displayed.

C4. Failure to hear an adequate hail or sound signal shall not be grounds for redress. This changes RRS 62.1.

Addendum D

BREAKDOWNS and REDRESS

D1 The following is added to RRS 62.1: “(e) a boat suffering a breakdown.”

D2 If a boat suffers a breakdown, the team may request redress subject to the following:

- a) In addition to the requirements of RRS 62.2, **the team must inform the bosun on VHF channel 72 of the breakdown during or promptly after the affected race and, at such time, notify the bosun of the team’s intent to request redress.** This changes RRS 62.2.
- b) When a boat suffers a breakdown, the boat’s crew shall make all reasonable efforts to fix the damage and continue racing, unless that would result in further damage or risk to the crew. Race officials may require a damaged boat to retire.
- c) When a boat’s finishing position is materially prejudiced by equipment failure clearly not the fault of the boat’s crew or by or damage caused by an infringing boat, that boat may be awarded redress.
- d) Redress for Breakdowns - When the Protest Committee is satisfied that redress is warranted, it shall use one of the following methods:
 - i) Unless (c), (ii) or (iii), apply, points shall be awarded as the team’s average score for all other races. However, the boat shall receive its actual finishing place if that place was better than the average score. Decimals are rounded to the nearest integer, rounding up 5. Such compensation may result in two (2) boats having the same score.
 - ii) If the breakdown occurred at or near the finishing line and the boat’s position was clearly secure, she may be scored in that position. Even though other boats may have finished ahead of the breakdown boat, such boats shall be scored as having finished behind the boat given redress.
 - iii) When method (c) or (i), above, clearly does not yield a fair scoring of a team’s performance in that race and (c) or (ii), above, does not apply, the Protest Committee may award redress that is more equitable for that team.

D3 This is intended to guide competitors, RC, and judges and umpires in the application of redress, but not to limit the authority of judges and umpires in resolving individual cases equitably.

D4 Competitors are expected to use reasonable care and seamanship in handling boats. They are also expected to check the likely points of failure of a boat they are about to sail. If they do not do so, they should not expect redress when simple and preventable failures occur.

D5 Tests for qualifying a breakdown for redress should include:

1. Did a piece of equipment break?
2. If so, did a significant loss of finishing position result?
3. Could the failure have been prevented by reasonable inspection and/or adjustment before the race?
4. Was the equipment used in a reasonable or proper manner?

D6 Redress should be awarded only when equipment fails, not for improper handling or poor seamanship. Where on the course the failure occurred (i.e., time and location in the race) should be considered in determining whether it caused a significant loss of finishing position.

Addendum E

Regatta Format and Scoring

E1. Event Format

E1.1 The number of races to be sailed each day will be determined by the RC.

E1.2 The RC may change the format, terminate any round robin or the event when, in its opinion, it is impracticable to attempt to hold the remainder of the races under the existing conditions or in the remaining time scheduled. **At any time during the Event, this format may be changed.**

E1.3 The Event is designed to consist of ten (10) races.

E2. Boat Rotation. Boat assignment and rotation is as follows:

Boat Rotation										
	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10
Boat 1	Team 1	Team 2	Team 9	Team 4	Team 7	Team 6	Team 5	Team 8	Team 3	Team 10
Boat 2	Team 2	Team 1	Team 4	Team 9	Team 6	Team 7	Team 8	Team 5	Team 10	Team 3
Boat 3	Team 3	Team 4	Team 1	Team 6	Team 9	Team 8	Team 7	Team 10	Team 5	Team 2
Boat 4	Team 4	Team 3	Team 6	Team 1	Team 8	Team 9	Team 10	Team 7	Team 2	Team 5
Boat 5	Team 5	Team 6	Team 3	Team 8	Team 1	Team 10	Team 9	Team 2	Team 7	Team 4
Boat 6	Team 6	Team 5	Team 8	Team 3	Team 10	Team 1	Team 2	Team 9	Team 4	Team 7
Boat 7	Team 7	Team 8	Team 5	Team 10	Team 3	Team 2	Team 1	Team 4	Team 9	Team 6
Boat 8	Team 8	Team 7	Team 10	Team 5	Team 2	Team 3	Team 4	Team 1	Team 6	Team 9
Boat 9	Team 9	Team 10	Team 7	Team 2	Team 5	Team 4	Team 3	Team 6	Team 1	Team 8
Boat 10	Team 10	Team 9	Team 2	Team 7	Team 4	Team 5	Team 6	Team 3	Team 8	Team 1

E3. Scoring

E3.1 Ten (10) races are scheduled. A minimum of three (3) races is required to constitute an event.

E3.2 Races will be scored using RRS A4, however at no point during the regatta will a race be discarded. This changes RRS A2.1.

Addendum F

Penalties for Damage Resulting from Contact between Boats

SI 14.2 and WS Addendum Q5.5 give umpires and the protest committee the ability to protest and penalize a boat that 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	Pts Penalty
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.	20%
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.	50%
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.	100%

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

The penalty will be the whole number (rounding 0.5 upward) nearest to the specified percentage of the number of teams entered in the regatta, but never less than 2 points.

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.

APPENDIX UF

UMPIRED FLEET RACING

US ADULT SAILING CHAMPIONSHIP EDITION

Version: October 15, 2021

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF 1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF 1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or maneuvering to take a penalty is not sailing a *proper course*.’

UF 1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF 1.3 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for Room to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF 1.4 Rule 70 is deleted.

UF 2 CHANGES TO OTHER RULES

UF 2.1 The first paragraph of Rule 44.1 is changed to read: “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, rule 31 or rule 42 in an incident while *racing*.”

UF 2.2 A boat that plans to take a voluntary One-Turn Penalty shall clarify her intention to do so by making an arm signal waving a hand over the head or making a verbal hail, such that it is clearly evident to both the umpires and the protesting boat that she intends to take a penalty in compliance with rule 44.2.

Add the following [limitations] to rule 44.2:

- (a) “When a boat plans to take a penalty for an incident in the zone of the windward mark, or on the leg to or in the zone of the offset mark, she shall delay sailing to get well clear of other boats until she has passed the offset mark and cleared its zone. For an incident at a leeward gate mark or leeward mark, she shall delay getting well clear until she has passed that mark and cleared its zone.”
- (b) “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.”

UF 2.3 Rule 60.1 is changed to: ‘A boat may protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident.’

UF 2.4 The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted

UF 2.5 The three sentences of rule 64.2 are replaced with: “When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat

has broken a *rule* when not *racing*, the protest committee shall decide whether to apply a penalty to the race sailed nearest in time to that of the incident or make some other arrangement.”

UF 3 ON WATER PROTESTS AND PENALTIES

UF 3.1 Protests by Boats

When a boat protests under a rule of Part 2 (except rule 14) or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:

- (a) She shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision.
- (b) Boats shall be given time to respond.
- (c) An umpire may penalize any boat that broke a rule and is not exonerated, unless the boat took a voluntary penalty.
- (d) An umpire shall signal a decision in compliance with rule UF3.3.

UF 3.2 Penalties Initiated by an Umpire

- (a) An umpire may penalize a boat without a *protest* by another boat, or report the incident to the protest committee, or both, when the boat
 - (1) breaks rule 31 or 42 and does not take a penalty.
 - (2) gains an advantage despite taking a voluntary or imposed penalty.
 - (3) clearly indicates that she will take a penalty and fails to do so.
 - (4) fails to take a penalty signaled by an umpire.
 - (5) commits a breach of sportsmanship.

The umpire shall signal a decision in compliance with rule UF3.3.

- (b) An umpire may impose a ‘one-point penalty’ without a hearing for any breach of a boat handling rule in **Addendum A** and shall report any such breaches to the Race Committee. No umpire signal will be made.
- (c) When there is contact between boats that causes damage or injury, or the umpires decide a boat has broken rule 14 and damage or injury resulted, they may report the incident to the protest committee.

UF 3.3 Umpire Signals

An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means ‘No penalty.’
- (b) A red flag with one long sound means ‘a penalty is imposed’. The umpire will hail or signal to identify each boat penalized.
- (c) A black and white flag with one long sound means the incident may be reported to the protest committee.

UF 3.4 Penalties Imposed by Umpires

- (a) A boat penalized by an umpire in response to a protest by another boat shall take a Two-Turns Penalty. However,
- (b) When an umpire penalizes a boat without a protest by another the boat shall take the number of One-Turn Penalties hailed or signaled by the umpire.

UF 3.5 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF4 RACE COMMITTEE ACTIONS, PROTESTS, AND REQUESTS FOR REDRESS AFTER A RACE

UF 4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation on **VHF channel 68**. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound and inform competitors of these changes. Flag B will continue to be displayed for at least two minutes after any changes are communicated.

UF 4.2 A boat intending to

- (a) protest another boat under a rule other than rule of Part 2, rule 31 or rule 42,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall hail the race committee before or during the display of flag B.

UF 4.3 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF4.2.

UF 4.4 The race committee will not protest a boat.

UF 4.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking a rule of Part 2 including rule 14 unless there is damage or injury, rule 31 or rule 42.

UF 4.6 The time limit defined in rule UF4.2 also applies to protests under rule UF4.5 and when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF4.8 Protest/Redress Filing requirements

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- (e) If the protest committee penalizes a boat in accordance with rule UF4.8(d), or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.