



2022 U.S. Team Racing Championship

for the George R. Hinman Trophy

November 4-6, 2022

Organizing Authority: US Sailing

Host: Coastal Virginia Youth Sailing Foundation
and Norfolk Yacht and Country Club

Sailing Instructions

Posted 10/25/2022

The notation [DP] in a rule means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than DSQ. The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This is added to RRS 60.1(a).

1. RULES

- 1.1. The races will be governed by the rules as defined in the *Racing Rules of Sailing* (RRS), including *Appendix D – Team Racing Rules*, the US Sailing Championship Conditions, and the Conditions for the U.S. Team Racing Championship for the George R. Hinman Trophy, the Notice of Race and these Sailing Instructions (SI).
- 1.2. In case of conflict between the Notice of Race (NOR), the Sailing Instructions (SI) and/or the Championship Conditions, the Championship Conditions will prevail first, then the SI's. This changes RRS 63.7
- 1.3. [DP] US Sailing Regulation 10.04, Use of Personal Flotation, applies:
Each competitor shall wear a USCG approved life jacket that is 100% dependent on foam for flotation and the appropriate size for the sailor, at all times while on the water, except for brief periods while adding or removing clothing. This changes RRS 40.1. Competitors from outside the United States must supply their own PFDs approved by their MNA. PFDs shall be worn outside of all clothing and under team identification bibs.
- 1.4. RRS 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 RRS 31 or 42, shall, at the first reasonable opportunity after she *finishes*, inform the Race Committee (RC) at the finishing line of her intent to protest or request redress and, when applicable, identify the protested boat."
- 1.5. Add to RRS D2.3(d): "The umpires may decide that any hard contact (contact between hull 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 C** 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 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 RRS D3.1(d)(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 RC. RRS D2.6 applies to this decision. This changes RRS 64.1(b) and D3.1(d).
- 1.6. RRS D2.3 Penalties initiated by an Umpire: Add "(h) fails to comply with any 'Prohibited Items or Actions' in SI **Addendum B**."
- 1.7. Rule D1.1(d) applies. Arm signals are required.



- 1.8. US Sailing Appendix U Audible-Signals Racing System as modified by these sailing instructions will be used.
- 1.9. Rules D5.3 and D5.4 are changed to replace all instances of “race committee” with “protest committee”.

2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the official notice board located in front of the sailing center at Norfolk Yacht & Country Club (NYCC).

3. CHANGES TO THE SAILING INSTRUCTIONS

- 3.1. Changes to the SI made ashore will be posted, in writing, no later than 60 minutes before the first warning signal on the day they will take effect, except that any changes made under SI 6.3 will be effective immediately and may be posted at any time. Any change to the schedule requiring racing to begin earlier than scheduled will be posted on the official notice board by 1900 hours, or 30 minutes after the last boat finishes the last race of the day, whichever is later, on the day before the schedule change takes effect.
- 3.2. In accordance with RRS 90.2 (c), any change to the SI made afloat will be signaled by the display of “L” flag with one sound signal. The RC or umpires may communicate these changes either verbally or in writing. All changes made afloat will be posted, in writing, to the official notice board as soon as possible on the day they were made, even if this is after racing.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from a flagpole on Norfolk Yacht and Country Club lawn.
- 4.2. When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 45 minutes.’ This changes Race Signal AP.

5. SCHEDULE

	Thursday Nov. 3	Friday Nov. 4	Saturday Nov. 5	Sunday Nov. 6
Practice	1200 - 1800	—	—	—
Check In	1200 - 1700	0800 - 0900	—	—
Competitors Briefing	—	0900	—	—
First Warning	—	0945	0930	0930
Regatta Social	—	—	1900	—
Trophy Presentation	—	—	—	After Racing (NLT 1700)



6. EVENT FORMAT

- 6.1. The event is a three-boat against three-boat team race.
- 6.2. Teams will not be mustered. It is the competitors' responsibility to be ready to race.
- 6.3. The Organizing Authority (OA) may change the format, 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. Such a decision by the OA will not be subject to a request for redress. This changes RRS 62 and D4.2(a).
- 6.4. The event format will be a Swiss League, outlined in SI **Addendum A**, and may be followed by a knock-out stage as described in detail below. Overall regatta team rankings will be determined at the end of each stage as specified below:

Stage 1 - Qualifying Round-Robin Series: A Swiss League format with rounds of 15 races will be utilized. Wins are worth 1 point.

Stage 2 – Quarterfinal Knockout Series: Up to 8 teams ranked on cumulative points from Stage 1 may be included: The highest ranked team (1) will oppose the lowest ranked team (8); the second highest ranked team (2) will oppose the second lowest ranked team (7); the third highest team (3) will oppose the third lowest team (6); and the fourth highest team will oppose the fourth lowest team (5). The winner of each match will be the first to win two races. This stage may be skipped and the OA may proceed directly to Stage 3.

Stage 3 -- Semifinal Knockout Series: The winning teams from stage 2 will advance to stage 3. If stage 2 is skipped then the 4 highest ranked teams from stage 1 will advance to stage 3. In either case, the highest ranked team will oppose the lowest ranked team. The other 2 teams will be paired together. The winner of each match will be the first to win two races.

Stage 4 – Final Knockout Series: The top 2 teams will compete in the finals. The winner of each match will be the first to win three races. If this stage is terminated before a race is completed, the overall event rankings will be the rankings at the end of the previously completed stage.

Petit Final - Knock-out match (first to win two races) between the losers of Stage 3 to determine 3rd and 4th places. If this match is not sailed, the teams shall be ranked based on their rankings at the end of the previous stage. If this stage is terminated before a race is completed, the overall event rankings will be the rankings at the end of the previous stage.

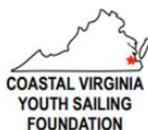
Final Rankings - Overall rankings for teams not in Stages 2-4 shall be based on the rankings at the end of Stage 1.

7. RACING AREA

The racing area will be on the Lafayette River, in the waters off of NYCC. Boat Rotations will occur from the NYCC docks; if necessary powerboats may be used for rotation.

8. THE COURSE

- 8.1. The default course is a starboard digital N. (See **Addendum D** for the diagram of the digital N.) The alternate course is a port box. If the alternate course is to be sailed, the RC will announce it before the warning signal of a race.



- 8.2. Courses shall not be shortened.
- 8.3. The RC 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. However, the finish line may be adjusted while boats are on the first half of the leg 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 RRS 33.

9. MARKS

The starting and finishing marks will be white balls. All other marks will be orange balls.

10. THE START

- 10.1. Races will be started using US Sailing Appendix U Audible-Signals Racing System modified to utilize a rolling start, where the starting signal for a race is the warning signal for the next race. This may be modified to allow more time between starts as needed.
- 10.2. Colored shapes, representing the colors of the boats in the race, may be displayed on the start boat before the preparatory signal. The race number may be displayed on the side of the RC boat.
- 10.3. The starting sequence will be:

Signal	Time before start	Sound	Signal	Time before start	Sound
Warning	3 minutes	3 long	...previous column		
Preparatory	2 minutes	2 long		5 seconds	1 short
	1 minute+30 seconds	1 long+3 short		4 seconds	1 short
	1 minute	1 long			
	30 seconds	3 short		3 seconds	1 short
	20 seconds	2 short		2 seconds	1 short
	10 seconds	1 short		1 second	1 short
next column...			Start	0 seconds	1 long

- 10.4. Failure to hear a signal shall not be grounds for redress.
- 10.5. Flag 'X' will be used. If Flag 'X' is displayed, it will be displayed no longer than one (1) minute after the starting signal. This changes RRS U4.
- 10.6. A boat shall not start later than two (2) minutes of her starting signal. This changes RRS D3.1 (a).
- 10.7. The starting order will be available online and displayed at the rotation area.
- 10.8. The starting line will be between a staff displaying an orange flag on a RC boat on one end and the course side of nearby starting mark.
- 10.9. [NP] A boat whose warning signal has not been made shall stay clear of the starting area.



11. THE FINISH

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

12. UMPIRING

All races will be umpired. Teams shall provide their own red protest flags measuring at least 8 X 8 inches. Each team's flags must be inspected and approved by the CU or their representative at check-in.

13. ABANDONMENT

Abandonment will be signaled orally by the RC and/or umpires. Abandoned races may be re-sailed and if so, a new warning signal will be made as soon as practical. This changes RRS 32.1 and Race Signals.

14. PROTEST AND REDRESS REQUESTS

- 14.1. The protest committees will be comprised of umpires appointed by the chief umpire as appropriate.
- 14.2. Any RC decisions regarding abandonment under RRS 32, shall not be grounds for a boat to request redress. This changes RRS 62.

15. DAMAGE [NP]

- 15.1. An initial damage deposit of \$500 shall be paid at registration. This deposit is the maximum payable by the team as a result of any one incident. The OA may require the damage deposit to be restored to its original amount before a team will be permitted to continue racing.
- 15.2. Competitors are responsible for inspecting their assigned boats before each race for possible breakdowns and missing equipment. Discrepancies must be reported to the OA immediately.
- 15.3. Competitors shall report any damage, breakdown, or loss of equipment, however slight, to the Bosun immediately upon returning a boat. Compliance with this instruction is required regardless of whether a score change for a breakdown or redress for damage is being requested.
- 15.4. The RC may decide not to run a re-sail as a result of a breakdown or damage in a round robin stage if the result of that race is not relevant to the progress of any team to the next stage, and shall score each team half a race-win.

16. MINIMUM CREW WEIGHT

- 16.1. The combined weight of each six-person team shall *not be less than 870 pounds*. Each team whose combined weight is less than this amount shall carry corrector weight while racing. The amount of corrector weight will be one pound of corrector weight for each pound of combined crew weight less than 870 pounds. Corrector weights shall be distributed among the boats of a team to make the combined weight of skipper and crew of each of the three boats as even as practicable. The protest committee, on request, may approve a more equitable distribution.
- 16.2. Each team with a combined weight of less than 870 pounds shall be responsible for supplying its own corrector weights. Only water in sealed jugs shall be acceptable. Competitors shall carry the corrector weights in every race, from boat to boat, and shall secure them in the cockpit of each boat.
- 16.3. Competitors shall be weighed by the OA at check-in to determine the combined weight. The competitors shall be weighed in dry swimming attire or light clothing with empty pockets.
- 16.4. Spot checks of team weights and corrector weights may be made during the event for compliance.

ADDENDUM A

Computer-generated Swiss League

1. The round robin will be a computer-generated Swiss League.
2. A round will be a set of 15 races in which every team competes. A draw will determine team placement in the first round.
3. The second round will use the order of the original draw and the first winner will sail against the second winner and so on, except the first loser will sail the last loser or the last winner.
4. After round 2, rounds will be scheduled as far as possible in order of their places (the first team will sail the second team and so on), except that teams will not be matched for 2 races in five rounds.
5. If the final round cannot be completed, its results will be ignored.
6. Races that cannot be sailed in order, or for which results are not entered or complete, will be ignored for scheduling purposes. Subsequently corrected or altered results will not affect a published schedule.
7. A drop-out is a team unlikely, in the opinion of the RC, to take any further part in the event. The decision to designate a team as a drop-out will be posted, after which its races will continue to be scheduled but will not be sailed and opponents will score a win. Drop-outs will be scheduled from the first unscheduled round after dropping out, first against each other and then, where possible, against the lowest-placed team it has not met. Drop-outs may re-join the event at the discretion of the RC whose decision will be final.
8. Any other missing team is a no-show and the opposing team will be given a walk-over after at least one of its boats has started and sailed for two minutes and all boats in the team round mark 2 on the course.
9. A resail will be inserted in the rotation and sailed without breaks. The RC will allocate the resails within a slot and they will not necessarily be in the same boats as the original race. RC decisions on resails will be final.
10. Half-win penalties will be applied after the end of the round robin and before tie-breakers are applied. Teams carrying half-win penalties will be displayed on the league tables with an asterisk next to their numbers of wins.

Tie-breakers RRS D4.4 is deleted and replaced with "Ties will be broken, in order of precedence, in favor of the team(s) that has:

1. if the tie is between two teams only, won the last race between them.
2. sailed more races against teams that have a higher place.
3. sailed fewer races against teams that have a lower place.
4. the lowest sum of the places of the teams the tied teams have beaten.
5. the lowest sum of the places of the teams to which the tied teams have lost.
6. beaten the highest-placed team the tied teams have individually beaten.
7. not been beaten by the lowest-placed team to which the tied teams have individually lost.

Step 1 will be applied whenever a step leaves a tie between two teams. Steps 2 to 7 will be repeated until no more ties can be broken. When remaining ties need to be broken this will happen: by the draw for the first round; ties in odd-numbered rounds will use the draw, ties in even-numbered rounds will use the draw inverted."

[NP] ADDENDUM B
Rules for Handling Boats

1 GENERAL

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 permission 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 Changing the number of mainsheet purchases.
- 2.7 Taking a boat from its berth without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Perforating sails, even to attach tell tales.
- 2.9 Use of any tape that leaves a residue/ use of duct tape. Duct tape is only permitted to seal water jugs used as corrector weights.

3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) tell tale material
 - (b) watch, timers, and hand-held compass
- 3.2 Using the items in 3.1 to:
 - (a) make signals as per Appendix D2.2
 - (b) personal safety
- 3.3 Adjust the jib halyard

4 MANDATORY ITEMS and ACTIONS –

- 4.1 At the end of each sailing day the following are required:
 - (a) Sails neatly rolled and bagged, and stowed
 - (b) remove all trash
- 4.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

ADDENDUM C

Penalties for damage resulting from contact between boats racing

The umpires may impose a penalty for breaking RRS 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 RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out stage in which the damage occurred. In the event that both boats are given the same penalty in a race during a knock-out stage, 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 OA and are not related to and do not affect any race win penalties imposed by the umpires or protest committee.

ADDENDUM D

