



Bristol Yacht Club Monday Night Team Race Series

June 3rd-August 26th, 2019

Organizing Authority: Bristol Yacht Club

SAILING INSTRUCTIONS

1 RULES

1.1 The regatta will be governed by the Rules as defined in *The Racing Rules of Sailing (RRS)*. Appendix D – Team Racing Rules will apply.

1.2 Rule D2.3 Penalties Initiated by an Umpire: Add “(h) a boat fails to comply with a sailing instruction.”

1.3 J-22 boats will be used without spinnakers. The J-22 Class rules shall not apply.

1.4 USCG-approved PFDs shall be worn at all times while on the water 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).

1.5 Any boat observed breaking rule 55 is subject to protest only by the Race Committee, Protest Committee or Umpires. This changes rule 60.1(a).

1.6 When there is damage, two race umpires together with another umpire may determine that a race-win penalty as prescribed in Section 15, DAMAGE AND PENALTIES, is warranted for one or more boats, without a protest hearing. The boat(s) that broke rule 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 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 race committee. Rule D2.7 applies to this decision.

1.7 When a boat has broken an instruction in Section 5, BOATS PROVIDED BY THE ORGANIZING AUTHORITY, and Section 15 DAMAGE AND PENALTIES, that requires repair or replacement of equipment, the protest committee may instruct the Organizing Authority (OA) to make an appropriate deduction from the skipper's damage deposit as the penalty.

2 NOTICES TO COMPETITORS

Notices to competitors will be posted on the Official Notice Board located inside Bristol Yacht Club.

3 CHANGES IN THE SAILING INSTRUCTIONS

Any change in the Sailing Instructions will be approved by the OA and announced at the Participants' Meeting on the day it will take effect and posted immediately thereafter, except changes made to SI 7, REGATTA FORMAT, may be made verbally and will be effective immediately.

4 SIGNALS MADE ASHORE

4.1 Signals made ashore will be displayed from the flagpole at Bristol Yacht Club.

4.2 When a Postponement (flag “AP”) is displayed ashore, the warning signal will be made not less than 25 minutes after flag AP is lowered. This changes “Race Signals.”

5 BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

5.1 J-22 boats will be provided by Bristol Yacht Club for competing teams. The boats have been equalized in performance potential to the extent possible and organized into fleets. Claims regarding the performance of the boats will not be grounds for a redress request. This changes rule 62.1(a).

5.2 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 OA. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.

5.3 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.

5.4 Hiking: No part of the body below the waist may be positioned outside the sheer line.

6 SCHEDULE

6.1 A meeting of participants will be held at 1700 on the Bristol Yacht Club lawn. Skippers must contact the OA to receive boat assignment and rotations prior to 1715.

6.3 The approximate time of the first start will be 1800.

7 REGATTA FORMAT

7.1 The regatta format and number of races will be determined by the OA.

7.2 Team assignment and format will be communicated at the competitors meeting.

7.3 Skippers will receive 1 point for a win and if all competitors do not sail the same number of races scores will be a winning percentage. Season cumulative winning percentage for the season will be used to determine the winner.

7.4 The format will be 3v3 Team Racing. In the event there are limited skippers the Organizing Authority can opt to change the format to 2v2 for the day or the series. Race wins will be calculated by the combined score of the team, for 2v2, in the event of a tie the team with a boat that places 4th will lose the race.

7.5 The OA may terminate or alter the format in progress, change assigned boats, change the order of races, or make such other arrangements as may be necessary to conclude the event. This changes rule D4.2.

7.6 A skipper may designate a replacement for an evening and skippers can share driving responsibilities. The OA must be notified prior to racing if the replacement skipper is not

7.7 4.2 Skippers are required to notify the organizing Authority if they do not plan to attend by 1200 the Thursday before racing to allow for team assignment. Skippers that do not do so will be penalized by having the races not sailed count as part of their participation score, decreasing their winning percentage.

8 FLEET DESIGNATIONS AND STARTING ORDER

8.1 Teams will be assigned to boats as designated on the rotation to be provided at the competitors meeting.

8.2 Boats will be identified in the rotation by their team flag color (Yellow and Blue).

8.3 Boats will be identified for the purposes of recalls by the numbers in the lower forward section of the jib.

9 RACING AREA

9.1 The racing area will be immediately outside the mooring field on the eastern shore of the harbor.

10 MARKS

All marks will be described at the competitors meeting.

11 START AND FINISH

11.1 The start and finish lines will be between a staff displaying an orange flag on the Signal Boat, a staff displaying an orange signal flag on the dock or inflatable marks.

11.2 Races will be started using the Sound-Signal Starting System in Appendix S of the *RRS*.

12 COURSE

12.1 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 audible signals for a course change. This changes rule 33.

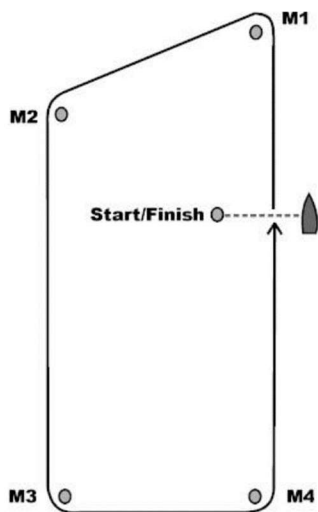
12.2 Races may not be shortened. This changes rule 32 and Race Signal Flag "S".

12.4 The Course will be announced on the water, prior to the first race. If the course is changed the Race Committee will inform all competitors.

12.5 Start and Finish boats may be replaced by marks and lines may be sighted through the line by the Race Committee.

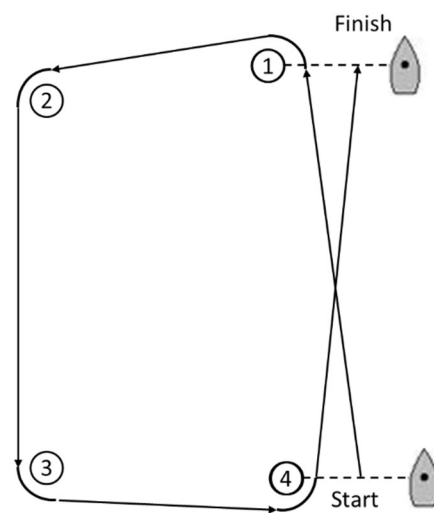
PORT BOX COURSE

Start – M1 – M2 – M3 – M4 - Finish



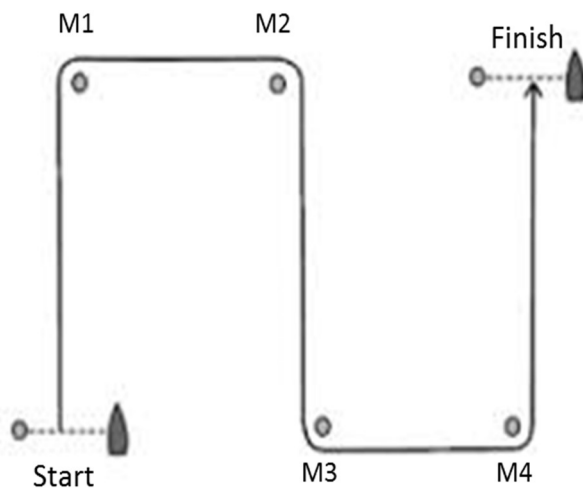
ALTERNATE PORT BOX COURSE

Start-M1-M2-M3-M4-Finish



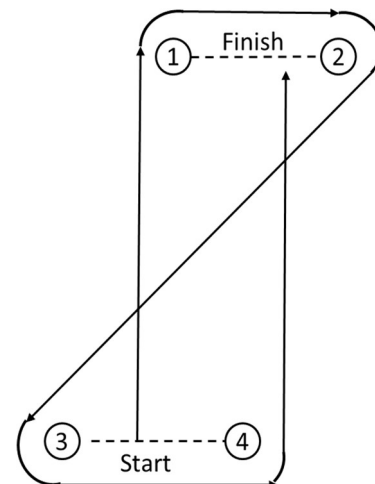
DIGITAL N COURSE

Start – M1 – M2 – M3 – M4 – Finish



STARBOARD Z COURSE

Start-M1-M2-M3-M4-Finish



13 PROTESTS

13.1 Rule D2.5 Two-Flag Procedure, applies. All races will be umpired.

13.2 D2.4 is changed to replace the “green and white” flag with “green” flag.

13.3 Competitors will be umpires when their team is not racing and shall not be considered *interested parties* while serving in this role.

13.4 An expedited hearing procedure will be used with hearings occurring on the water or on the dock between races.

14 SPINNAKERS

Spinnakers shall not be used for this series.

15 DAMAGE AND PENALTIES

15.1 Competitors shall report all damage or loss of equipment, however slight, to the Race Committee or boat breakdown person immediately after arriving on shore or to the Race Committee Signal Boat or Finish Boat on the water; failure to do so may result in disqualification from last race sailed.

15.2 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.

15.3 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.

15.4 Damage Levels are outlined in the table below.

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.

15.5 Race-win penalties may be imposed by umpires after a race to boats that break rule 14. Any penalties are deducted from the skippers total race wins in accordance with the table below.

Race-Win Penalties

Damage Level	Penalty
Level A	No penalty
Level B	1/2 race win
Level C	1 race win

15.6 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.