**Pequot Challenge Cup Random Pairs Team Race**

**Saturday, September 25, 2021**

*Organizing Authority:* Pequot 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)*.

1.2 Appendix D – Team Racing Rules will apply with the following changes.

a) Rule 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 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) Ideal 18 boats will be used without spinnakers. The Ideal 18 Class rules shall not apply.

c) USCG-approved PFDs must be 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. A breach of this sailing instruction may only be protested by the Race Committee and Protest Committee. This changes rule 60.1(a).

**2 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the Official Notice Board located at the Senior Clubhouse Patio.

**3 CHANGES IN THE SAILING INSTRUCTIONS**

Any change in the Sailing Instructions will be approved by the PRO 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 Pequot 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 Ideal 18 boats will be provided by Pequot 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).

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 **0930** at the Pequot Yacht Club. The approximate time of the warning signal for the first race will be 1030.

**7 REGATTA FORMAT**

7.1 The regatta format and number of races will be determined by the OA. The planned format is a single round where every team sails every team twice as described in the pairing sheet.

7.2 The Race Committee, in consultation with the Organizing Authority, 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.

**8 FLEET DESIGNATION 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 by their team flag color flying from the starboard shroud (Yellow and Blue).

**9 RACING AREA**

The racing area will be in Long Island Sound immediately outside the channel.

**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 with a blue flag on the Signal Boat, and the pin.

11.2 Races will be started using a “two-minute” sequence using the Audible Signal Starting System in Appendix U of the *RRS* except there is no warning signal. The preparatory signal is given at two-minutes.

**12 COURSE**

12.1 The Race Committee may change a rounding mark or a finish line mark without signaling a course change and while boats are on the first half of the leg. 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 The Course will be a starboard-starboard-port triangle and will be announced at the competitors meeting. If the course is changed the Race Committee will inform all competitors.

12.3 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.

**STARBOARD – STARBOARD - PORT BOX COURSE**

Start – M1 – M2 – M3 - Finish

**13 PROTESTS**

13.1 Protests will be resolved by three-minute justice. A protesting boat shall notify the race committee on the finish vessel at the conclusion of the race in which the incident occurred. Protests will, to the extent possible, be adjudicated on the water during a break in sailing such as lunch or a wind delay or on shore following the end of racing. See the Addendum for three-minute justice process.

**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 and without regard for race penalties, to the Race Committee 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 Damage Levels are outlined 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. |

15.3 Race-win penalties may be imposed by the Protest Committee after a race to boats that break rule 14. Any penalties are deducted from the skipper’s 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 |

15.4 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 Protest Committee.

15.5 If there is damage that the OA decides was caused by the sailors involved in the incident in which the damage occurred, the point penalty and cost associated with the damage will be split equally between or among the skippers involved in the incident, unless one or more of the skipper(s) involved voluntarily accepts fault for the damage caused.

**Addendum to Sailing Instructions**

**Three-Minute Justice**

A boat may protest under any racing rule and request redress by notifying the race committee after finishing; but Three-Minute Justice will apply only to a boat protesting under the rules of Part 2 and rule 31.

All other hearings, including race committee and protest committee; protests involving rule 44.1(b); misconduct issues; and redress requests will be handled by the protest committee ashore.

For Three-Minute Justice:

1. Flag and hail as per rule 61.1. No written protest form required.

2. Hearing held at the next break after finishing that race, if possible. If not on the water, then the hearing will be held ashore after racing.

3. The Protest Administrator (PRO) will select a jury of two competitors from the other race in the flight in question to hear the protest in addition to the PRO.

4. No witnesses allowed.

5. At the outset of the hearing, establish validity. If valid, proceed with hearing. If not valid, close hearing.

6. The parties have one minute each to present their case and ask questions of the other party

7. The judges have one minute to deliberate in private and decide the case, and are strongly encouraged to come to a decision.

8. A boat found at fault will be disqualified.

7. All decisions are final and cannot be appealed.

9. To repeat, if the judges find that an issue other than the rules of Part 2 or rule 31 is involved in the hearing, they must immediately close the hearing and notify the PRO who will make plans to hear the protest ashore.