



# Annapolis YC 3-2-1 Invitational® September 19 - 22, 2024

Organizing Authority (OA): Annapolis Yacht Club,  
Annapolis, Maryland, USA

<http://www.annapolisyc.com/racing/regattas>

## SAILING INSTRUCTIONS

The following notations in a rule of the SIs or NoR means the following:

- |   |   |
|---|---|
| [NP] A boat may not protest another boat for breaking that rule nor (except when 62.1(b) applies, base a request for redress on this rule. This changes RRS 60.1(a) and 62.1. | [MR] The rule applies only to match races   |
| [DP] The penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification   | [TR] The rule applies only to team races  |
|   | [TR2] The rule applies only to 2v2 team races.  |
|   | [TR3] The rule applies only to 3v3 team races.  |
|   | [UMP] Umpire-initiated, handled in accordance with rule RRS C8.3 and D2.3.  |
|   | [DMG] The breach will be considered as damage and the cost of rectification will be deducted from the damage deposit. |

### 1 RULES

- 1.1 The regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 SI Attachment A, Rules for Handling Boats applies at all times while aboard the boats.
- 1.3 All races will be umpired.
- 1.4 [MR] RRS Appendix C, Match Racing, will apply with the following changes:
  - (a) C2.10 (arm signals for RRS 20) is changed such that the arm signal may be made by any member of the crew.
  - (b) C11, Ties, will not apply. See SI 18.4.
- 1.5 [TR] RRS Appendix D, Team Racing, will apply with the following changes:
  - (a) D1.1(d) (arm signals for RRS 20) applies.
  - (b) D1.3(e) is added: A boat tacking while taking a penalty shall have the spinnaker head below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
  - (c) D1.3(f) is added: No part of a penalty may inside the zone of a rounding mark that begins, bounds or ends the leg the boat is on.
  - (d) D2.2 is changed by replacing "red flag" with "Y" (Yankee) flag". See SI 17.
  - (e) D5 and D1.2(g) are deleted. See SI 8, Breakdowns.
  - (f) D4, Ties, will not apply. See SI 18.4.
  - (g) D2.2(b) and (c) are deleted and replaced with:
    - (b) An umpire may penalize any boat that broke a rule, is not exonerated, and did not take the appropriate penalty.

- 1.6 [DP] [NP] RRS 40 is replaced with: "Competitors shall wear life jackets at all times when on the water, except briefly while changing or adjusting clothing or personal equipment."

### 2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Written changes to the sailing instructions (SIs) will be posted no later than 30 minutes before the first scheduled warning signal on the day it will take effect.
- 2.2 Oral changes to the SIs may be made on the water, provided they are communicated to each boat before its warning signal. When the race committee starting vessel displays flag L with one sound signal, all boats should come within hail of the starting vessel for an oral change to the sailing instructions. The race committee may use VHF radio and/or umpires to assist with communicating the change.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board, which is electronic and located at: <https://www.annapolisyc321.com/>
- 3.2 The race committee intends to communicate with boats on the water using VHF Channel 71.
- 3.3 [DP] All boats shall carry a VHF radio capable of communicating on US VHF channels. Teams are responsible for providing their own VHF radios.

### 4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.

### 5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the flagpole at the AYC Clubhouse.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

## 6 SCHEDULE OF RACES

- 6.1 The racing days will be Friday, September 20 through Sunday, September 22.
- 6.2 Onsite registration will be 1200 to 1800 on Thursday, and 0830-0930 on Friday.
- 6.3 There will be a morning briefing at 0930 on Friday, and 0830 Saturday and Sunday. Attendance at this briefing is mandatory for all helmspersons.
- 6.4 The warning signal for the first race of the day is scheduled for 1100 on Friday and 1000 on Saturday and Sunday.
- 6.5 No warning signal will be made after 1600 on Sunday.

## 7 FORMAT AND ROTATION

- 7.1 The intended format will be a single full round-robin with each club racing each other club in each discipline once. The format may be adjusted by the OA due to weather and time considerations.
- 7.2 Initial boat assignments, boat rotation instructions, and the starting order are included in SI Attachment C which will be provided at the first morning briefing.

## 8 BREAKDOWNS TIME FOR REPAIRS

- 8.1 Before the warning signal, or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the race committee signal vessel and remain there, unless otherwise directed.
- 8.2 [NP] The time allowed for repairs will be at the discretion of the race committee.
- 8.3 [NP] After the warning signal, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 8.1.

## 9 DAMAGE

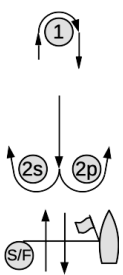
- 9.1 Boats shall report all damage or loss of equipment, however slight, to the race committee on the water as soon as practical.
- 9.2 The penalties for damage will be handled in accordance with SI Attachment B.

## 10 RACING AREA

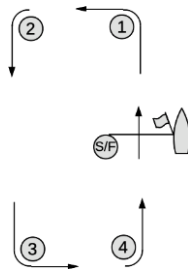
- 10.1 The racing area will be the Severn River or the Chesapeake Bay near the mouth of the Severn River. This will be further detailed at the morning briefings.

## 11 THE COURSE AND MARKS

11.1 [MR] The course will be as follows:

Diagram	Marks
	Course (mark 1 rounded to starboard): Start, 1, 2s/2p, 1, Finish
	The start/finish mark will be a green cylinder or MarkSetBot.
	Mark 1 will be an orange cylinder or MarkSetBot.
	Marks 2s/2p will be short orange cylinders or MarkSetBots

11.2 [TR] The race course will be as follows:

Diagram	Marks
	Course (all marks rounded to port): Start, 1, 2, 3, 4, Finish
	The start/finish mark will be a short yellow cylinder.
	All other marks will be short yellow cylinders.

11.3 [TR] During the leg from M2 to M3, the race committee signal vessel and the port end starting/finishing mark are marks of the course. The signal vessel 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 RRS 18 applies for that mark.

## 12 THE START

- 12.1 [MR] Starts will be in accordance with RRS C3.1.
- 12.2 [TR] Starts will use a 3-minute sequence in accordance with RRS/US Appendix U.
- 12.3 The starting line will be between the staff with an orange flag displayed on the race committee signal vessel and the course side of the starting mark.
- 12.4 When pennant 3rd Substitute is displayed with a series of short horns from the race committee starting vessel prior to the warning signal for a race, spinnakers shall not be used.

## 13 RECALLS

- 13.1 [MR] Recalls will be in accordance with RRS C3.2.
- 13.2 [TR] Recalls will be in accordance with RRS 29.1 and RRS/US Appendix U.

## 14 CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 The race committee may move marks without signal provided no boat has started a leg to the moved mark. This changes RRS 33.

## 15 THE FINISH

- 15.1 The finishing line will be between a staff displaying an orange flag on the race committee finishing vessel and the course side of the finishing mark.

## 16 ABANDONMENT

- 16.1 Abandonment may be signaled orally by the race committee and/or the 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 and Race Signals.

## 17 PROTESTS AND REQUESTS FOR REDRESS

- 17.1 In addition to the requirements for RRS C6.3 and D1.2(c), a boat intending to protest or request redress shall, as soon as practical after finishing, inform the race committee and/or an umpire.
- 17.2 Protests and requests for redress not marked with [UMP] or [DMG] will be handled in accordance with RRS C6.6 or RRS D1.2.
- 17.3 The protest time limit is 30 minutes after the team requesting a hearing first returns ashore after the incident.

## 18 SCORING

- 18.1 Scoring for individual races will be in accordance with RRS Appendix C10 for match racing and RRS D3 for team racing.
- 18.2 [TR2] The team that has a boat finish in last place will be scored with a loss. This changes RRS D3.3.
- 18.3 Teams shall be ranked by total number of race wins across all disciplines. If all teams have not raced the same number of races, then a team's score will be their total number of wins divided by their total number of races.
- 18.4 Ties. If the tie is partially broken by one of the below, the remaining tie shall be broken by starting again at SI 18.4(a). Ties will be broken as follows:
- (a) the highest number of race wins in all races between the tied teams (divided by their

number of races a team has sailed if the tied teams have not sailed the same number of races);

- (b) if two teams remain tied, the winner of the last race between them;
- (c) the lowest total points scored in all team races between the tied teams (divided by their number of team races a team has sailed if the tied teams have not sailed the same number of team races);
- (d) the lowest average points scored in all team races against common opponents;
- (e) a sail-off if possible, otherwise the teams will remain tied.

## 19 SAFETY REGULATIONS

- 19.1 [DP] A boat that retires from a race, or leaves the racing area between races, shall notify the race committee at the first reasonable opportunity.
- 19.2 [NP] [DP] A boat shall not exercise right of way, cross in proximity to, or interfere with reasonable transit of the race area by commercial ships, tugs, or barges. Boats must take evasive action well in advance of a potentially dangerous situation. The US Coast Guard, ship captains, and bay pilots have been encouraged to report any incident they observe.
- 19.3 The race committee or protest committee may protest a boat for SI 19.2 based on information received from any source. The protest time limit does not apply. This changes RRS 60.2, 60.3, and 61.3.

## 20 PRIZES

- 20.1 Prizes will be awarded to the top 3 teams. If there is an unbreakable tie among teams receiving a prize, a random draw will be held to award the prizes.
- 20.2 Additional prizes may be awarded at the discretion of the OA.
- 20.3 Awards will be presented after racing on Sunday at the AYC Sailing Center.

## 21 DISCLAIMER OF LIABILITY

- 21.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race.

# SI ATTACHMENT A - Rules for Handling Boats

## A1 GENERAL

- A1.1 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the jury.
- A1.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- A1.3 [DMG] The crew sailing the boat shall report any loss of provided equipment, damage, or other problem with the boat to the race committee as soon as practicable after finishing, *and* to bosun during on-water boat swaps or ashore after the last race for the boat each day.

## A2 SUPPLIED EQUIPMENT

- A2.1 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 attachment.
- A2.2 [NP] While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress.
- A2.3 [MR] The OA may assign owner's representatives (Rep) to be aboard both boats while racing. In case of emergency, the Rep may take the helm and otherwise issue commands that the teams shall attempt to obey. Except in emergencies, a Rep shall:
- be observer and not participate in tactics;
  - while racing, shall not participate in sail or boat handling;
  - while racing, shall position themselves aft of the helm inside the stern rail.
- A2.4 The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing.
- SAILS and SAILING EQUIPMENT**
    - 1 Mainsail and set of battens
    - 1 Main sheet
    - 1 Headsail and headsail battens
    - 2 Headsail sheets
    - 2 Jib cars
    - [TR2] 1 Spinnaker pole
    - [MR, TR2] 1 Spinnaker
    - [MR, TR2] 2 Spinnaker sheets
    - 1 Backstay adjustment line
    - 1 Tiller extension
    - 2 [MR] winch handle(s)
  - OTHER EQUIPMENT**
    - Torch
    - Foghorn
    - First Aid kit

- Bucket and lanyard
- Flares
- Throwable floatation device
- Bilge pump
- Anchor and chain
- Anchor line
- Companionway hatch and door

## (c) FLAGS

- Green Flag (on port shroud)
- Red Flag (on starboard shroud)
- [TR] Colored Team Flags (on backstay)
- [MR] Blue and Yellow Flag (on backstay)
- Y Flag (on stick)

## A3 MANDATORY ACTIONS

- A3.1 [MR] At all times while aboard the boat, competitors shall comply with any request from the owner's representative.
- A3.2 Boats shall obey speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- A3.3 [DMG] At the end of each sailing day, competitors shall:
- roll (or fold), bag, and stow all sails
  - leave the boat in the same state of cleanliness as when first boarded that day
  - release backstay tension
  - remove all tape and trash, cover with companionway hatch and door

## A4 PROHIBITED ACTIONS

- A4.1 An action listed in A4 is prohibited unless it is a permitted action listed in A5.
- A4.2 Any additions, omissions or alterations to the equipment supplied.
- A4.3 The use of any equipment for a purpose other than that intended or specifically permitted.
- A4.4 The replacement or removal of any equipment without the permission of the OA.
- A4.5 Sailing the boat in a manner that it is reasonable to predict that damage would result.
- A4.6 Moving equipment from its normal stowage position except when being used.
- A4.7 Boarding a boat without prior permission.
- A4.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the race committee, or, on race days, while flag AP is displayed ashore.
- A4.9 Hauling out a boat.
- A4.10 Heeling a boat using the mast or shrouds in order to clean the hull.
- A4.11 The use of electronic or navigation equipment.

- A4.12 Using the spinnaker pole to wing out the foresail.
- A4.13 Adjusting or altering the tension of standing rigging, other than the rope line to adjust the backstay.
- A4.14 Changing the number of purchases of running rigging.
- A4.15 [DMG] Use of duct or gaffing tape. Use of rigging tape or plastic tape is permitted provided it does not leave a residue.
- A4.16 [DMG] Marking directly on the hull, deck, sails or lines. Rigging or plastic tape may be used to mark control lines or the deck. Marking pens may be used on tape.
- A4.17 [DMG] Attaching lines to the fabric of spinnakers.
- A4.18 [DMG] Perforating sails or modifying the sails in any way.
- A4.19 [Ump] Using a winch to adjust the mainsheet, backstay or vang.
- A4.20 [Ump] Crew Positioning
  - (a) Match Race Call L3 (to be posted on the notice board) applies to both match and team races.
  - (b) Crew shall not use the mast, or shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.
  - (c) [MR] Crew shall not stand and lean out over the cockpit safety lines or stern rails to promote rolling the boat.
  - (d) [TR] Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard.
  - (e) [MR] Adjusting cockpit safety lines tension.
- A4.21 [MR] Using a flattener as a reef.
- A4.22 [MR] Sheeting the foresail other than from leeward block to leeward winch.
- A4.23 [MR] Sheeting the vang beyond the threaded or taped limit mark.
- A4.24 [MR] Sheeting any control lines to winches without a direct sheeting angle.
- A4.25 [MR] Using the built-in head.

## A5 PERMITTED ACTIONS

- A5.1 An action listed in A5 is permitted, even if it conflicts with a prohibited action listed in A4.
- A5.2 The following equipment may be brought aboard by competitors:
  - (a) basic hand tools
  - (b) rigging or plastic tape (but not duct or gaffing tape)
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell-tale material (not to be put on sails)
  - (f) hand held compasses, watches, timers, and small personal video devices such as GoPro
  - (g) shackles and clevis pins
  - (h) Velcro tape
  - (i) spare flags
  - (j) VHF radio or mobile phone
- A5.3 Competitors may use the equipment in A5.2 to:
  - (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales (but not to sails)
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings with tape or by marking on tape only
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per SI or RRS
- A5.4 Communication via VHF with race committee, umpires, or OA.
- A5.5 Mobile phones may be used for personal use while not racing.
- A5.6 [TR] Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- A5.7 [TR] Changing the number of mainsheet purchases
- A5.8 [TR] Changing the number of foresail sheet purchases between 1:1 and 2:1.
- A5.9 [TR] Cross winching foresail sheets.
- A5.10 [MR] Use of boat's installed knot meter, depth sounder, and digital compass.

# SI ATTACHMENT B - Penalties for Damage Resulting from Contact between Boats

## B1 WHILE RACING

B1.1 RRS C8.3(e) is added and RRS D2.3(d) is replaced with: "breaks rule 14 in an incident that could have caused damage or injury and was not otherwise penalized in the incident (the umpires may decide that any hard contact - contact between hulls and/or rigs - is damage for the purposes of initiating a penalty);"

## B2 AFTER RACING

B2.1 The OA will inspect boats involved in contact and assess the damage according to one of the levels in B4 below and report their finding to the umpires for the relevant race.

B2.2 For match racing: RRS C8.6 applies.

B2.3 For team racing, add new D3.1(e): When the race umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points-penalty without a hearing. The boat shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under rule D1.2(d). Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide that a penalty greater than one point is appropriate, they shall act under rule D1.2(d)(2).

B2.4 When both boats break RRS 14, they may both receive a points penalty.

B2.5 If a boat requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

## B3 DEDUCTIONS FROM DAMAGE DEPOSITS

B3.1 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 by the OA after racing. 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.

## B4 DAMAGE ASSESSMENT LEVELS

Level	Extent	Effect	Recommended 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.	None
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. If hull damage, requires more than 1 hour of work but should not normally require more than 3 hours of work.	0.5, regardless of penalties under B1.1
Level C: Major Damage	The normal operation of the boat is compromised. If hull damage, structural integrity may be impaired.	The boat will need some repair work before racing again. If hull damage, requires more than 3 hours of work.	1.0 plus a possible hearing brought by the protest committee, regardless of penalties under B1.1

## SI ATTACHMENT C - Pairings and Boat Rotations

[To be distributed at the first morning briefing]