

THE 2023 ALLSTATE SUGAR BOWL VIPER 640 WORLD CHAMPIONSHIP

March 24-31, 2023

Southern Yacht Club

New Orleans, Louisiana USA



NOTICE OF RACE

All times are US Central Daylight time. All fees are in US dollars. For the purposes of this NoR and RRS 92, the technical committee is an event-specific committee appointed by the OA (Southern Yacht Club) and approved by the Viper 640 International Class Association (V640ICA).

1. RULES

- 1.1. The event will be governed by the rules as defined in the Racing Rules of Sailing and the Viper 640 International Class Rules.
- 1.2. Appendix T (Arbitration) and Appendix R apply.
- 1.3. US Sailing prescriptions to rules 61.4, 60.3, 67, 70.5, 76.1, and Appendix V shall apply (see Addendum 1).
- 1.4. If there is a conflict between languages, the English text will take precedence.

2. SAILING INSTRUCTIONS

- 2.1. The sailing instructions (SIs) will be posted on the online notice board approximately 10 days before the first scheduled race. Printed copies will be available at the venue.
- 2.2. Rules 62.2 and 66 will be changed in the Sailing Instructions to shorten the time limit for a request for redress and for reopening of protest hearings on the last scheduled day of racing.

3. COMMUNICATION

- 3.1. The online notice board is located at [2023 Viper World Championship](#). All notices will be posted on the online notice board. As a courtesy, notices may also be posted on the Regatta Notice Board located in the Grill of the clubhouse.
- 3.2. All boats shall carry an operating VHF radio capable of communicating on standard US VHF channels.
- 3.3. While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 3.4. The Race Committee will monitor a designated VHF channel for emergency transmissions. The channel for emergency transmissions will be published in the SIs.
- 3.5. When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes." (This changes RRS Race Signals)
- 3.6. The RC may broadcast, via VHF, the course, bearing and distance information before the warning signal, start times, starting infractions, and information important to racing. Failure of the transmission, failure of any boat to receive or properly interpret this information, or any errors or omissions on the part of the hailed messages shall not constitute grounds for granting redress. (This changes RRS 62.1(a))

4. ELIGIBILITY AND ENTRY

- 4.1. All skippers must be members of the Viper 640 Class.
- 4.2. The event is open to all boats of the Viper 640 Class that comply with the Viper 640 International Class Association rules.
- 4.3. Eligible boats may enter by completing the on-line entry form at [2023 Viper World Championship](#), entering Crew List, paying required fees, completing equipment and inspection and completing registration at the event.
- 4.4. Entry and payment can be completed online until 1600 on March 10, 2023. All entries shall be accepted until 1600 on March 10, 2023. Any entry requests after March 10, 2023, shall be at the discretion of the OA.
- 4.5. On 1 March 2022 World Sailing published the following recommendations in reaction to the situation in Ukraine: <https://www.sailing.org/2022/03/01/world-sailing-statement-6/>. To help preserve the integrity and safety of the 2023 Viper 640 World Championship, entries shall be open to competitors of all nationalities, but not to competitors holding only Russian or Belarussian nationality.

5. FEES

- 5.1. Entry Fee: \$600 (until January 22, 2023). Late entry fee (after January 23, 2023) additional \$100.
- 5.2. The Entry Fee includes Welcome Reception, Wednesday night reception and dinner, and all post racing dockside refreshments for a team of three or four.
- 5.3. Fee Refunds: Before February 1, 2023, Entry Fees can be refunded after deducting \$25 for administration expenses. Should the OA determine that the event be cancelled or modified for Public Health Protocols, refunds shall be issued partially or in full with no penalty based on current circumstances.
- 5.4. Fees will include boat storage, launching and hauling of competing boats.

6. CREW LIMITATIONS

- 6.1. The categorization requirements of class rule 10.2 (Not Paid to Sail) will apply (see RRS 79).
- 6.2. The World Sailing Sailor Classification Code (Regulation 22) will apply to teams competing in the Corinthian Class, (see RRS 79). <https://www.sailing.org/sailors/sailor-categorisations/>
- 6.3. Teams that qualify for the Corinthian division shall complete before the end of registration a form listing skipper and crew information including the sailors' names, classifications, World Sailing sailor ID numbers and dates of expiration (see NoR 9.3).

7. ADVERTISING

- 7.1. Boats may be required to display advertising chosen and supplied by the OA.
- 7.2. Out of respect for event sponsors, advertising that conflicts with event sponsors is strongly discouraged.

8. SCHEDULE

8.1.

Sunday, March 26	0900-1700	Boat Measurement & Sail Inspection
	0900-1730	Registration Desk Open
	1800	Welcome Reception-Skipper's Meeting
Monday, March 27	1100	First Warning Signal, additional races to follow
Tuesday, March 28	1100	First Warning Signal, additional races to follow
Wednesday, March 29	Reserve Day	No racing
Thursday, March 30	1100	First Warning Signal, additional races to follow
Friday, March 31	1100	First Warning Signal, additional races to follow
	1500	No Warning Signal after this time
	Awards as soon as possible after racing	

8.2. Three races a day are scheduled. Depending on weather conditions and best judgement of the race committee, one additional race per day may be held, but no more than 4 races in one day.

8.3. The reserve day will be observed unless either of the following conditions exist:

- Fewer than six (6) races have been completed.
- The Race Committee and Class Representative, in their judgement, believe that sailing conditions expected on the final two scheduled days of the regatta are unlikely to permit at least 2 races to be completed.

9. EQUIPMENT INSPECTION

9.1. The International Viper 640 Class Association is implementing a new Measurement & Inspection protocol for all major Class regattas effective Jun 1, 2022. When available, more information on this new protocol will be shared by the Class and posted on the Class website <http://www.Viper640.org>.

9.2. Any boat that passed the new Measurement & Inspection review during the 2023 Viper 640 Women's World Championship or Youth World Championship must resubmit that completed form when checking in for the Worlds, updated to confirm which suits of sails are being registered for the later event.

9.3. By the end of Check-In (see NoR 8.1):

- Each boat shall submit a certificate of compliance of the class rule 10.2 (Not Paid to Sail), signed by the skipper and all crew,
- All skippers and crew shall sign photo and video rights waiver and release forms.
- Each boat shall submit verification of Insurance in accordance with NoR 18.1.
- Corinthian teams shall submit required information according to NoR 6.3.

9.4. No more than two suits of registered sails may be used for any of these individual Championships and shall be identified appropriately for each event on the 2023 Viper 640 Championship Inspection Form before racing.

9.5. The technical committee may perform a spot inspection and measure any boat, equipment, and sails at any time throughout the event. Competitors are responsible for ensuring that their boats comply with class rules throughout the event. A signed inspection form does not exempt a boat from RRS 78 and the requirement to comply with all class rules throughout the event.

9.6. Equipment shall only be replaced with the permission of the Race Committee in writing.

10. VENUE

- 10.1. The racing area will be approximately 2 nautical miles north of the Southern Yacht Club club house on Lake Pontchartrain. Further details will be contained in the SI's.

11. COURSES

- 11.1. The courses to be sailed will be a windward/leeward configuration as described in the SIs.

12. SCORING

- 12.1. RRS A5.3 will apply.
- 12.2. One race is required to be completed to constitute a series.
- 12.3. When fewer than six races have been completed, a boat's series score will be the total of her race scores. When six or more races have been completed, a boat's series score will be the total of her race scores excluding her worst score. This changes RRS A2.1
- 12.4. Boats failing to finish within 30 minutes after the first boat sails the course and finishes, and not thereafter retiring, being penalized, or given redress, will be scored TLE (Time Limit Expired, see Scoring). (This changes RRS 35, A5.1, A5.2 and A10).

13. SUPPORT PERSON VESSELS

- 13.1. Support person vessels shall register at the Registration Desk during the check-in period. All support person vessels will be required to comply with local law and event support regulations.
- 13.2. Support person vessels shall display flags provided by the OA.
- 13.3. On race days, support person vessels may not communicate any information to competitor boats that could affect performance or racing, from the moment the team leaves the dock until the end of racing for the day. See class rule 10.5.
- 13.4. Support person vessels may not provide provisions or equipment to competitors without express permission from the Race Committee.
- 13.5. Support person vessels shall carry a VHF radio, monitor Race Committee communications, and, if called upon, be available for safety assistance.
- 13.6. Support Team Vessel use of ECOS Link (aka Kill Cord). Individuals operating vessels less than 26 feet in length are required to use ECOS links (aka Kill Cords/Stop Switch) except when docking, launching and loading on a trailer. Noncompliance will result in exclusion from the racing area for the day without a hearing. Flagrant and/or repeated noncompliance will result in a hearing to consider whether a support person has broken this rule under RRS 60.3(d). This changes RRS 63.1.

14. CHARTERED OR LOANED BOATS

- 14.1. In accordance with RRS G3, a chartered or loaned boat may carry national letters or a sail number in contravention of her class rules, provided that the Race Committee has approved her sail identification before the first race. This changes RRS G3.
- 14.2. The OA will assist overseas competitors in securing charter boats.

15. BERTHING AND PARKING

- 15.1. Boats shall be kept in assigned places in the SYC wet slip and Dry Storage Area. Further details regarding assigned trailer parking, docking, launching and rotation schedules will be posted on the notice board.
- 15.2. Details regarding competitor car parking will be posted on the notice board.
- 15.3. During haul out at the end of the event, the haul out and trailer sequence will give priority to those teams with the furthest to travel.

16. RISK STATEMENT

- 16.1. RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.

17. INSURANCE

- 17.1. Each participating boat shall be insured with valid third-party liability insurance with a minimum coverage of \$300,000 per incident or the equivalent. Proof of insurance must be submitted to the Registration Desk before the end of check-in (NoR 8.1)

18. PRIZES

- 18.1. Prizes will be awarded to the first through fifth place finishers overall and top three Corinthian teams.
- 18.2. Additional prizes may be awarded at the discretion of the organizing authority.

19. FURTHER INFORMATION

- 19.1. For further information please contact:
 - Regatta Co-Chair Mamsie Manard – mamsie@bellsouth.net
 - Regatta Co-Chair Bob Kottler – rkottler@gmail.com

2023 VIPER 640 WORLD CHAMPIONSHIP

NOTICE OF RACE

Addendum 1

US Sailing Prescriptions

US Sailing Prescription for rule 60.3

US Sailing prescribes that rule 60.3(b) is changed to: (b) request redress for a boat or call a hearing to consider redress;

US Sailing Prescription for rule 61.4

Add at the end of rule 61:

61.4 Fees for Protests and Requests for Redress US Sailing prescribes that no fees shall be charged for protests or requests for redress.

US Sailing Prescription for rule 67,

After rule 67 add:

US Sailing prescribes that:

(a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.

(b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.

(c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.

US Sailing Prescription for rule 70.5

After rule 70.5(a) add:

US Sailing prescribes that its approval is required. Go to rules.ussailing.org and click the 'No Appeal' link for more information or to obtain approval.

US Sailing Prescription for rule 76.1

After rule 76.1 add:

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

APPENDIX V - ALTERNATIVE PENALTIES

V1 PENALTY AT THE TIME OF AN INCIDENT

The first two sentences of rule 44.1 are changed to: 'A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while racing. However, when she may have broken one or more rules of Part 2 while in the zone around a mark other than a starting mark, her penalty shall be a Two Turns Penalty.'

V2 POST-RACE PENALTIES

(a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in an incident may take a Post-Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.

(b) A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.

(c) A boat takes a Post-Race Penalty by delivering to the race office a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.