



**The Allstate Sugar Bowl
2023 Viper 640 World Championship**



March 26-31, 2023
Southern Yacht Club
105 North Roadway Drive
New Orleans, Louisiana USA

**Notice of Race (NoR) - AMENDED
November 22, 2022**

All times are US Central Daylight time. For the purposes of this Notice of Race (NoR) and rule 92, the technical committee is an event-specific committee appointed by the Organizing Authority (OA), Southern Yacht Club, and approved by the Viper 640 International Class Association.

The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). The notation [DP] denotes a rule for which the penalty is at the discretion of the International Jury.

1 RULES

- 1.1. The Organizing Authority (OA) will be the Southern Yacht Club in conjunction with the Viper 640 International Class Association (V640ICA).
- 1.2. The event will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) and the Viper 640 International Class Rules.
- 1.3. Appendix T (Arbitration) and Appendix P (Rule 42) will apply.
- 1.4. US Sailing Prescriptions to RRS 60.3, 61.4, 67, 76.1, and US Sailing Prescription Appendix V shall apply (see Addendum 1).
- 1.5. 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 official notice board before the first scheduled race. Printed copies may be available at the venue.
- 2.2. RRS 62.2 and 66 will be changed in the SI's to shorten the time limit for a request for redress and for reopening of protest hearings on the last scheduled day of racing.

3. [DP] COMMUNICATION

- 3.1. The official notice board is located at [2023 Viper World Championship](#). As a courtesy, notices may also be posted on a 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 (RC) 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.

4. ELIGIBILITY AND ENTRY

- 4.1. All skippers must be members of the V640ICA.
- 4.2. The event is open to all boats of the V640ICA that comply with the Class 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 USD (until January 22, 2023). Late entry fee (after January 23, 2023) additional \$100 USD.
- 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. Per Class rule 10.2 and RRS 79, categorization requirements will apply.
- 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.

6.4. Substitution of competitors is not allowed without prior written approval of the Principal Race Officer or the International Jury.

7. [DP][NP] ADVERTISING

7.1. Boats may be required to display advertising chosen and supplied by the OA.

8. SCHEDULE

8.1.

Sunday, March 26	0900-1700 0900-1730 1800	Boat Measurement & Sail Inspection Registration Desk Open 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	
Thursday, March 30	1100	First Warning Signal, additional races to follow
Friday, March 31	1100 1500	First Warning Signal, additional races to follow No Warning Signal after this time
		Awards as soon as possible after racing

8.2. Twelve (12) races scheduled.

8.3. Three (3) races a day are scheduled. Depending on weather conditions and best judgement of the RC, one additional race per day may be held.

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

- Fewer than six (6) races have been completed.
- The RC and Class Representative, in their judgement, believe that sailing conditions expected on one or more of the final two scheduled days of the regatta are unlikely to permit racing.

9. [DP][NP] EQUIPMENT INSPECTION

9.1. Any boat that passed the 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.

9.2. By the end of Check-In:

- 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.

- 9.3. 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.
- 9.4. 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.
- 9.5. Equipment shall only be replaced with the permission of the Principal Race Officer in writing.

10. VENUE

The racing area will be approximately 2 nautical miles north of the Southern Yacht Club clubhouse.

11. COURSES

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

12. SCORING

- 12.1. One (1) race is required to be completed to constitute a series.
- 12.2. When fewer than six (6) races have been completed, a boat's series score will be the total of her race scores. When six (6) 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.
- 12.3. 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. [DP][NP] 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 10.3.
- 13.4. Support person vessels may not provide provisions or equipment to competitors without express permission from the RC.
- 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. Per Section 503 US Coast Guard Authorization Act, kill cords/ECOS links must be worn, as required by federal law.

14. INTERNATIONAL JURY

- 14.1. An International Jury will be appointed in accordance with RRS 91(b).

15. [DP][NP] CHARTERED OR LOANED BOATS

- 15.1. In accordance with RRS Appendix 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.
- 15.2. The OA will assist overseas competitors in securing charter boats.

16. BERTHING AND PARKING

- 16.1. Boats shall be kept in assigned places in the Southern Yacht Club wet slip and Dry Storage Area. Further details regarding assigned trailer parking, docking, launching and rotation schedules will be posted on the notice board.
- 16.2. Details regarding competitor car parking will be posted on the official notice board.
- 16.3. 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.

17. RISK STATEMENT

- 17.1. 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.

18. INSURANCE

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

19. PRIZES

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

20. FURTHER INFORMATION

For further information please contact:

Regatta Co-Chair Mamsie Manard - mamsie@bellsouth.net

Regatta Co-Chair Bob Kottler - rkottler@gmail.com

Principal Race Officer - [Taran Teague, IRO USA](#)

Jury Chair - [Joseph Jospe, IJ CAN](#)

2023 VIPER 640 WORLD CHAMPIONSHIP NOTICE OF RACE

Addendum 1

US Sailing Prescriptions that shall apply

US Sailing Prescription for rule 60.3

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 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.