



For the Cornelius Shields, Sr. Trophy

November 15 – 17, 2024

Organizing Authority: Intercollegiate Sailing Association of North America

Host: Seawanhaka Corinthian Yacht Club (SCYC)

314 Yacht Club Road, Oyster Bay, NY 11771

SAILING INSTRUCTIONS

1 RULES (This supplements NoR 8)

- 1.1 The event will be governed by:
 - (a) the rules as defined in the RRS, including RRS Appendix C.
 - (b) the rules for Handling Boats (SI Addendum C) which will also apply to any practice sailing.
 - (c) the ICSA Procedural Rules and the Conditions for the ICSA National Championships.
 - (d) Appendix R and the prescriptions to rules 88, 61.4, 60.3, and 70.5(a) will apply.
- 1.2 If the first boat in a match has finished leaving the second boat in the match owing a penalty, the umpires may signal according to RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. See C7.2(f).
- 1.3 When a boat in a match fails to sail the course in accordance with RRS 28.1, she will be disqualified without a hearing and scored zero points unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 63.1, 90.3(a) and A5.
- 1.4 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Addendum E.
- 1.5 A boat may not request redress under RRS 62.1(a). The protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 60.1(b) and 62.1(a).
- 1.6 Delete ICSA PR 20 and replace with SI 11.

2 ENTRIES and ELIGIBILITY

- 2.1 See NoR 5.
- 2.2 To remain eligible the entire crew shall complete registration, pay the entry fee of \$500 per team, deposit \$1,000 for damage, and complete crew weigh-in between 0800 and 0900 on Friday, November 15, 2024, unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorize a crew member to substitute, with priority given to original crew members over substitutes.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted online on the Official Notice Board located here:
<https://matchrace.collegesailing.org/events/2024-match-race>
- 3.2 Signals made ashore will be displayed from the signal boat, the *Seawanhaka*, while docked. When flag AP is displayed ashore, "1 minute" is replaced by "not less than 30 minutes" in Race Signals AP.
- 3.3 Skippers shall attend the Competitors' Briefings, which will be held Friday, Saturday and Sunday at the SCYC clubhouse at 0900 unless otherwise noticed and excused by the OA.
- 3.4 Spare.
- 3.5 The RC will make courtesy broadcasts via VHF 68. In emergencies, competitors may contact the RC on this VHF channel. All teams shall always tune their VHF to this channel. The failure to make or to receive these broadcasts will not be grounds for redress. Umpires may also provide information to the competitors verbally. This changes RRS 62.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SIs made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and the PC representatives.
- 4.2 Amendments made afloat will be signaled by the display of code flag L with one sound followed by an announcement of any change(s). An umpire may also communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 (a) The event will be sailed in SONAR type sailboats provided by SCYC. SONAR class rules do not apply.
(b) The following sails will be provided: Mainsail, Jib, and Spinnaker.
(c) Boats with their assigned spinnakers will be allocated daily by random assignment. Boats will be checked-out and checked-in in accordance with host procedures. Skippers shall not leave their boats after racing before completing the check-in procedure.
- 5.2 **Each Team will keep and maintain their initially assigned spinnaker for the entirety of the event.**
- 5.3 The sail combination to be used will be signaled from the RC signal vessel with or before the attention signal. The signals will have the following meanings:
- | <u>Signal</u> | <u>Sail Combination To Be Used</u> |
|---------------|------------------------------------|
| No signal | Mainsail, Jib, and Spinnaker |
| Flag Z | Mainsail and Jib - NO Spinnaker |
- 5.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boats have been randomly drawn and the assignments are in Addendum A.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be three or four.
- 7.2 Each team shall include members of at least two different gender identifying individuals unless all members are female identifying.
- 7.3 The weight of the crew, including the skipper, dressed in at least shorts and shirts shall not exceed a total of 660 lbs., determined at the time of registration or such time as required by the RC.

7.4 All registered crew shall sail all matches unless permission for change is given under SI 2.

8 EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format and match pairing lists are detailed in SI Addendum B.

8.2 The racing days are scheduled as Friday, November 15, Saturday November 16, and Sunday November 17.

8.3 The latest time for an attention signal on the last day of racing will be 1700 hours.

8.4 The number of matches to be sailed each day will be determined by the RC.

8.5 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.

8.6 The intended time of the first attention signal each day is 1000 hours.

8.7 Each subsequent flight will be started as soon as practicable after the previous flight.

8.8 When a match cannot start at its intended time, the RC may move the other starts forward to eliminate a blank start. Competitors will be so advised by the umpires if the RC does so. Flag 3rd substitute is not required. If the RC does proceed with a blank start, no starting sequence flags will be displayed for the blank start.

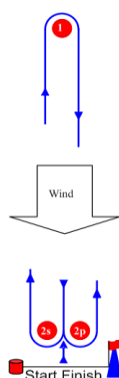
8.9 The event schedule including mandatory events is detailed in SI Addendum F

9 RACING AREA

9.1 The racing area will be Oyster Bay or Cold Spring Harbor, most likely in course area A, alternatively in course area B. See Addendum G. This amends NoR 12.2.

10 COURSE

10.1 (a) **Course Configuration** (not to scale)



(b) **Course signals and course to be sailed**

No Signal = Start-1-2s/2p-1-Finish

Code flag S with two sounds before the attention signal = Start-1-Finish

(c) **Description of Marks**

The RC signal vessel will be the *Seawanhaka*.

The starting /finishing line mark will be a yellow inflatable buoy.

Mark 1 will be a white, green or red inflatable buoy.

Mark 2s/2p is a gate and the gate marks will be orange inflatable buoys.

(d) **Mark Roundings**

Mark 1 shall be rounded to starboard

Mark 2s/2p will be a gate

Modify RRS 33: A gate or finish line mark may be adjusted without signals while boats are on the first half of the leg.

If a gate mark is missing, round the remaining gate mark to starboard.

10.2 Starting/Finishing Line

- (a) The starting/finishing line will be between the course side of a starting/finishing mark and a staff displaying a orange flag on the RC signal vessel. This changes Race Signals Orange flag and Blue flag.

10.3 Abandonment and Shortening

- (a) After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical. This changes RRS 32.
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

10.4 The RC may abandon a match without a signal by having the match umpires notify the competitors verbally. This changes rules 32 and Race Signals.

10.5 Course Limits

- (a) While racing, no part of a boat's hull shall cross a line from the south end of the senior club dock to the south end of the junior club dock to the south end of the service dock. These lines are obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS. See Addendum G.
- (b) A buoy may be attached to the signal vessel's anchor line just below keel depth. Boats shall not pass between this buoy and the signal vessel at any time. This area is designated as an obstruction. As part of the anchor line, this buoy is not part of the starting mark.
- (c) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

11 BREAKDOWN and TIME FOR REPAIRS

11.1 Before the attention signal of a flight 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 place close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs will be at the discretion of the PRO.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

12.1 Match warning signals will be numerical pennants corresponding to the match number to be started except for match 5 which will be signalled by numeral pennant 6.

12.2 The preparatory signal will be either a white flag or code flag C. If a white flag is displayed, mark 1 will be white. If code flag C is displayed with a solid colored flag and multiple sounds, mark 1 will be a buoy the same color as the solid flag. This changes RRS C3.1.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Change of Course Signals (This amends RRS 33 and Race Signals)

- (a) After the start, code flag C and a solid color flag means: 'mark 1 has been changed, sail to a new mark the same color as the color of the solid flag.
- (b) When a change of course after starting only affects some matches, the matches affected may be designated by the appropriate numeral pennant.

13.2 Signaling vessel

When a change of course is signaled after the first leg, it shall be displayed from a vessel in the vicinity of the leeward gate.

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has Sailed the Course the course and finished will be scored zero points. This changes RRS 35 and A5.

15 COACH BOATS

The Host may provide boats from which coaches may observe racing and communicate with their teams between matches. Individual coach boats will not be permitted.

16 MEDIA, IMAGES and SOUND

The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

Prizes will be awarded to the top three skippers and crews. The winning team will be declared the 2024 ICSA National Match Race Champions and will have their names and the name of their college engraved on the Cornelius Shields Sr. Trophy on display at the ICSA Hall of Fame in the Robert Crown Center at the U.S. Naval Academy.

18 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any race official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2 or C5.3:
 - Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also Call M4).
- (d) Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19 RISK STATEMENT

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. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

Dated: 8 November 2024

SI ADDENDUM A - LIST OF ELIGIBLE TEAMS AND PAIRING TABLES

TEAM	FRIDAY BOAT ASSIGNMENT	SATURDAY BOAT ASSIGNMENT	SUNDAY BOAT ASSIGNMENT
Boston College	6	4	1
Brown	7	10	2
Charleston	5	1	6
Chicago	9	6	3
Coast Guard	3	7	9
Harvard	1	9	7
Navy	10	8	4
Stanford	4	2	5
Tulane	2	5	8
Yale	8	3	10

PAIRING TABLES

STAGE 1: ROUND ROBIN OF TEN TEAMS - THE PAIRING LIST WILL BE DISTRIBUTED AT THE COMPETITORS' MEETING.

Flight 1

Match	Blue	Yellow
1	Stanford	Boston C
2	Yale	Charleston
3	Navy	Chicago
4	Brown	Harvard
5	Tulane	Coast Guard

Flight 2

Match	Blue	Yellow
1	Brown	Navy
2	Stanford	Tulane
3	Yale	Harvard
4	Chicago	Boston C
5	Coast Guard	Charleston

Flight 3

Match	Blue	Yellow
1	Stanford	Chicago
2	Tulane	Brown
3	Yale	Navy
4	Boston C	Coast Guard
5	Charleston	Harvard

Flight 4

Match	Blue	Yellow
1	Coast Guard	Chicago
2	Tulane	Boston C
3	Navy	Charleston
4	Harvard	Stanford
5	Yale	Brown

Flight 5

Match	Blue	Yellow
1	Chicago	Tulane
2	Charleston	Brown
3	Navy	Harvard
4	Stanford	Coast Guard
5	Boston C	Yale

Flight 6

Match	Blue	Yellow
1	Brown	Chicago
2	Tulane	Charleston
3	Coast Guard	Navy
4	Yale	Stanford
5	Harvard	Boston C

Flight 7

Match	Blue	Yellow
1	Charleston	Stanford
2	Harvard	Tulane
3	Boston C	Navy
4	Brown	Coast Guard
5	Chicago	Yale

Flight 8

Match	Blue	Yellow
1	Stanford	Brown
2	Harvard	Chicago
3	Coast Guard	Yale
4	Charleston	Boston C
5	Navy	Tulane

Flight 9

Match	Blue	Yellow
1	Harvard	Coast Guard
2	Chicago	Charleston
3	Boston C	Brown
4	Tulane	Yale
5	Navy	Stanford

STAGE 2: Gold Round Top 6, RR to determine Seeding and Repechage Bottom 4 Teams, Single RR.

TEAM NUMBERS IN STAGE 2 WILL BE THE FINISH POSITION OF EACH TEAM IN STAGE 1.

RR1, RR2, ETC. DENOTE THE TEAMS THAT FINISHED FIRST, SECOND, ETC. RESPECTIVELY IN STAGE 1 ROUND ROBIN.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight 10

Match	Blue	Yellow
1	RR4	RR1
2	RR2	RR3
3	RR6	RR5
4	RR10	RR7
5	RR8	RR9

Flight 11

Match	Blue	Yellow
1	RR4	RR3
2	RR5	RR1
3	RR6	RR2
4	RR7	RR9
5	RR8	RR10

Flight 12

Match	Blue	Yellow
1	RR5	RR4
2	RR3	RR6
3	RR2	RR1
4	RR9	RR10
5	RR7	RR8

Flight 13

Match	Blue	Yellow
1	RR6	RR4
2	RR5	RR2
3	RR1	RR3

Flight 14

Match	Blue	Yellow
1	RR4	RR2
2	RR3	RR5
3	RR1	RR6

At the conclusion, top six re-ranked 1-6 and bottom 4 re-ranked 7-10. 9 and 10 are finished as 9 and 10 overall.

STAGE 3 KNOCKOUT TABLE – QUARTER-FINALS (first to 2 points)

TEAM NUMBERS IN STAGE 3 WILL BE THE FINISH POSITIONS OF EACH TEAM IN STAGE 2.

RR1, RR2, ETC. DENOTE THE TEAMS THAT FINISHED FIRST, SECOND, ETC. RESPECTIVELY IN STAGE 2.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight 15

Match	Blue	Yellow
1	RR8	RR1
2	RR7	RR2
3	RR6	RR3
4	RR5	RR4

Flight 16

Match	Blue	Yellow
1	RR1	RR8
2	RR2	RR7
3	RR3	RR6
4	RR4	RR5

Flight 17

Match	Blue	Yellow
1	RR8	RR1
2	RR7	RR2
3	RR6	RR3
4	RR5	RR4

At the conclusion, winners move on to Semi Finals. Losers are finished and scored 5-8 overall based on their rankings from Stage 2.

STAGE 4 SEMI FINAL KNOCK-OUT (first to 2 points)

QF #1, QF #2, QF #3 and QF #4 WILL DENOTE THE WINNING TEAMS IN STAGE 3.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight 18

Match	Blue	Yellow
1	QF #4	QF #1
2	QF #3	QF #2

Flight 19

Match	Blue	Yellow
1	QF #1	QF #4
2	QF #2	QF #3

Flight 20

Match	Blue	Yellow
1	QF #4	QF #1
2	QF #3	QF #2

STAGE 5 – FINALS

Finals: Semi Final’s winners race for 1st and 2nd, first to 3 pts. Petit Finals: Semi Final’s losers race for 3rd and 4th first to 2 pts.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight 21

Match	Boats	Blue	Boats	Yellow
1		W SF #2		W SF #1
2		L SF #2		L SF #1

Flight 22

Match	Boats	Blue	Boats	Yellow
1		W SF #1		W SF #2
2		L SF #1		L SF #2

Flight 23

Match	Boats	Blue	Boats	Yellow
1		W SF #2		W SF #1
2		L SF #2		L SF #1

if necessary Flight 24

Match	Boats	Blue	Boats	Yellow
1		W SF #1		W SF #2

if necessary Flight 25

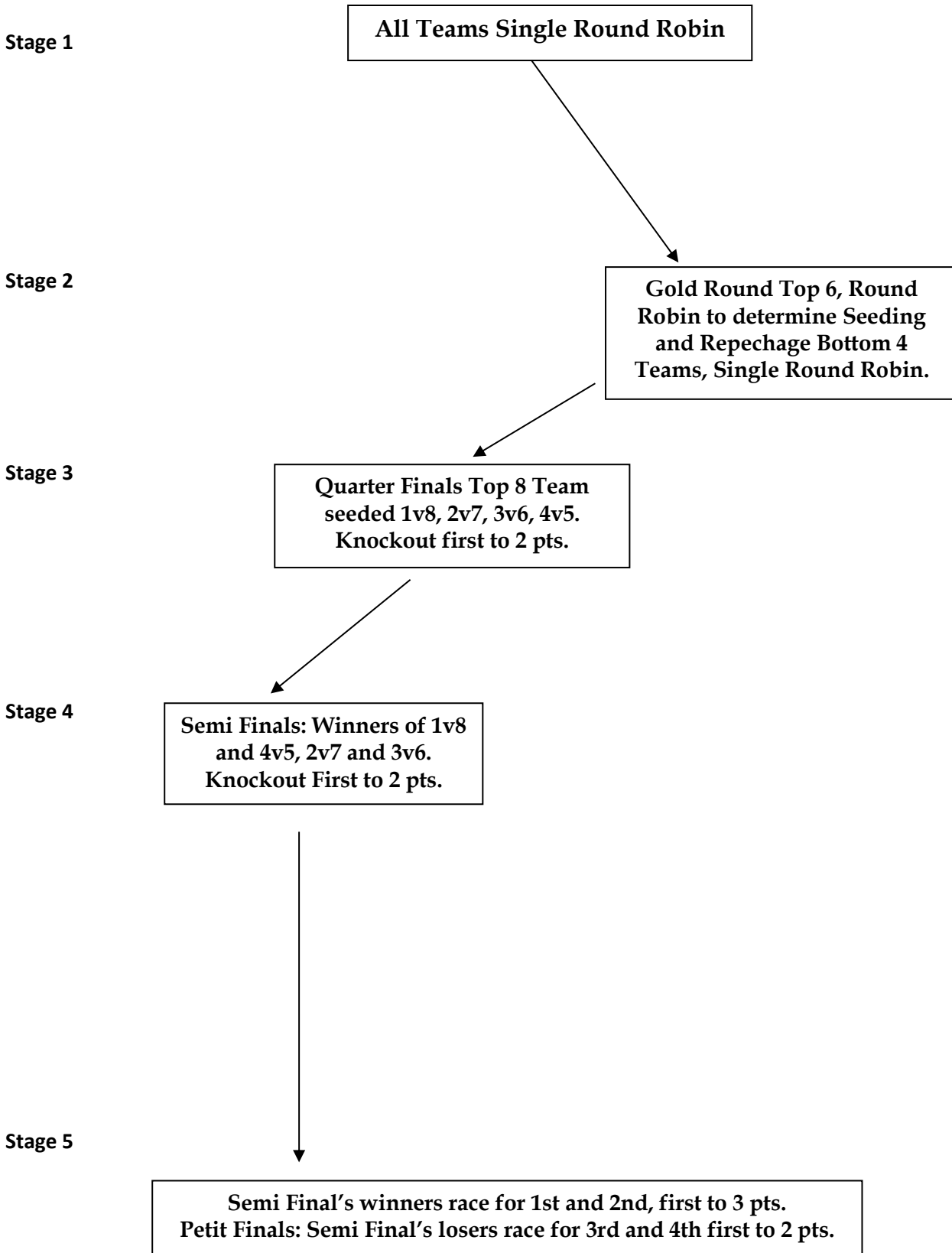
Match	Boats	Blue	Boats	Yellow
1		W SF #2		W SF #1

SI ADDENDUM B - EVENT FORMAT and SCHEDULE OF EVENTS

EVENT FORMAT

- a. The Regatta Chair with the consultation of the Chief Umpire and the ICSA Representative may change the format, terminate, or eliminate any round when conditions are not expected to permit the completion of the intended format. The intended format for the championship is set forth below. Records will not carry over between rounds.
- b. Stage 1 Round Robin (all 10 Teams)
 - i. All teams shall compete in a single round robin.
- c. Stage 2 Gold Round Top 6, RR to determine Seeding and Repechage Bottom 4 Teams, Single RR. i. Top 8 teams advance to Stage 3.
- d. Stage 3 QUARTER-FINALS (first to two points)
 - i. The Quarter Finals will consist of the top 8 teams from Stage 2, seeded 1 through 8 based on the results of Stage 2. The highest seeds will be paired against the lowest seeds such as: 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5
- e. Stage 4 SEMI FINAL KNOCK-OUT (first to 2 points)
 - i. The Semi-Finals will consist of the winner of the 1 vs. 8 Quarter Final paired against the winner of the 4 vs. 5 Quarter Final, and the winner of the 2 vs. 7 Quarter Final paired against the winner of the 3 vs. 6 Quarter Final.
 - ii. The Semi-Finals will be a knock-out series. The winner of each pair will be the first team to score at least two points.
- f. Stage 5 Finals and Petit Finals
 - i. The Finals will consist of the winners of each Semi-Final match paired against each other.
 - ii. The Finals will be a knock-out series. The winner will be the first team to score at least three points. The winner will be the ICSA Match Racing National Champion. The loser of the finals will place 2nd.
 - iii. The Petit Finals will consist of the losers of each Semi-Final match paired against each other.
 - iv. The Petit Finals will be a knock-out series. The winner will be the first team to score at least two points. The winner of the Petit Final will place 3rd. The loser of the Petit Finals will place 4th.

Format Flow Chart



SI ADDENDUM C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the SCYC Bosun.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard.
- 2.6 Moving equipment from its normal stowage position except when being used.
- 2.7 Boarding a boat without prior permission.
- 2.8 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.9 Hauling out a boat or cleaning surfaces below the waterline.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC, SCYC bosun or OA.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay control lines.
- 2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.15 The use of electronic instruments other than hand held compass, timers and watches.
- 2.16 Moving mast blocks.
- 2.17 Using a flattener as a reef.
- 2.18 Removing the tiller tie-down strap.
- 2.19 Using the spinnaker pole to wing out the foresail.
- 2.20 Marking directly on the hull or deck with permanent ink.
- 2.21 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the traveler post, the backstay, and the vang.
- 2.22 The use of the 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 is prohibited.
- 2.24 Discharge of trash into any waterway.
- 2.25 Hiking off sheets other than working sheets. Halyards and control lines are not working sheets.
- 2.26 Use of any tape that leaves a residue/ use of duct tape
- 2.27 Interfering with commercial shipping and/or fishermen.
- 2.28 A breach of SI C 2.21, 2.22, 2.24 and or 2.25 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
 - (a) Basic hand tools
 - (b) Adhesive tape
 - (c) Line (elastic or otherwise of 4 mm diameter or less)
 - (d) Pencils
 - (e) Tell-tale material
 - (f) Watch, timers and hand held compass
 - (g) Shackles, halyard clips and clevis pins
 - (h) Velcro tape
 - (i) Bosun's chair
 - (j) Spare flags
 - (k) PFD's when not supplied by the OA
 - (l) VHF Radio

- 3.2 Using the items in 3.1 to:
- (a) Prevent fouling of lines, sails and sheets
 - (b) Attach tell tales
 - (c) Prevent sails being damaged or falling overboard
 - (d) Mark control settings
 - (e) Make minor repairs and permitted adjustments
 - (f) Make signals as per Appendix C6
 - (g) Personal safety
 - (h) Tie down the tiller to the rudder head.
- 3.3 Changing the number of mainsheet or jib sheet purchases.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the SCYC Bosun, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
- (a) Rolling, bagging and placement of the sails as directed
 - (b) Leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) Tie tiller off with backstay line and snug it up so tiller will not move.
 - (d) Complying with the directions posted on the boats or given by the launch drivers.
- 4.3 At the end of each day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks, except tape applied to turnbuckles and for chafe protection.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM D - EQUIPMENT LIST

The following non-fixed items, provided on the boats, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS & SAILING EQUIPMENT

Mainsail and a set of battens

Jib

Spinnaker

Three sail bags

One spinnaker pole

Two spinnaker sheets

Two headsail sheets

Tiller extension

Two Jib cars

Competitor flag set

Two twings

Tiller tie down

Hatch boards

Bilge pump

Paddle

Tow line

Bow line

Anchor

Anchor line

SAILING EQUIPMENT BROUGHT ON BOARD Jib Sheet

Two Spinnaker sheets

Competitor flag set

Bilge pump

Paddle

Tow line

Bow line

Mainsail and set of battens

Jib

Spinnaker

SI ADDENDUM E – DAMAGE PENALTIES

PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS

Appendix C6.6 and C8.6 permit the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty.

LEVEL	IMPACT and REPAIR EFFORT
A Minor Damage	Meets any one or more of the following: <ol style="list-style-type: none"> 1. May minimally affect the value, general appearance or normal operation of the boat(s). 2. Boat(s) may race without repair although some minor work may be required after the event. 3. Repairs should not normally require more than 2 hours of work.
B Medium Damage	Meets any one or more of the following: <ol style="list-style-type: none"> 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level A damage. 2. The damage may need some (possibly temporary) work before racing again. 3. Requires more than 2 hours of work but should not normally require more than 5 hours of work. 4. Requires replacement parts or equipment not exceeding \$500 US.
C Major Damage	Meets any one or more of the following: <ol style="list-style-type: none"> 1. Affects the value, general appearance or normal operation of the boat(s) to a greater extent than Level B damage. 2. Structural integrity may be impaired. 3. The boat(s) will need some (possibly temporary) repair work before racing again. 4. Final repairs will require more than 5 hours of work. 5. Requires replacement parts or equipment exceeding \$500 US.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level, after closer inspection, whether the level turns out to be higher or lower, may change the points penalty given on the water only as the result of a hearing held under Appendix C 6.6 and C8.6. When both boats break RRS 14, they should both receive a points penalty.

POINT PENALTIES - TO BE APPLIED WITHOUT A HEARING (RRS C8.6)

LEVEL	ROUND ROBIN	KNOCK OUT
A	None	None
B	Three quarters of a point	Three quarters of a point
C	One Point	One Point

Deductions from Damage Deposits

The assessment of damage level is for the purpose of points penalties only, and is not linked to any deductions from the competitor's damage deposit.

ADDENDUM F – SCHEDULE

Friday, November 15, 2024

Registration and Crew Weighing at SCYC	0800 – 0900
Competitor’s Briefing/Meeting with Umpires at SCYC	0900
First warning of Flight 1	1000
Umpire Debriefing at SCYC	Immediately after racing

Saturday, November 16, 2024

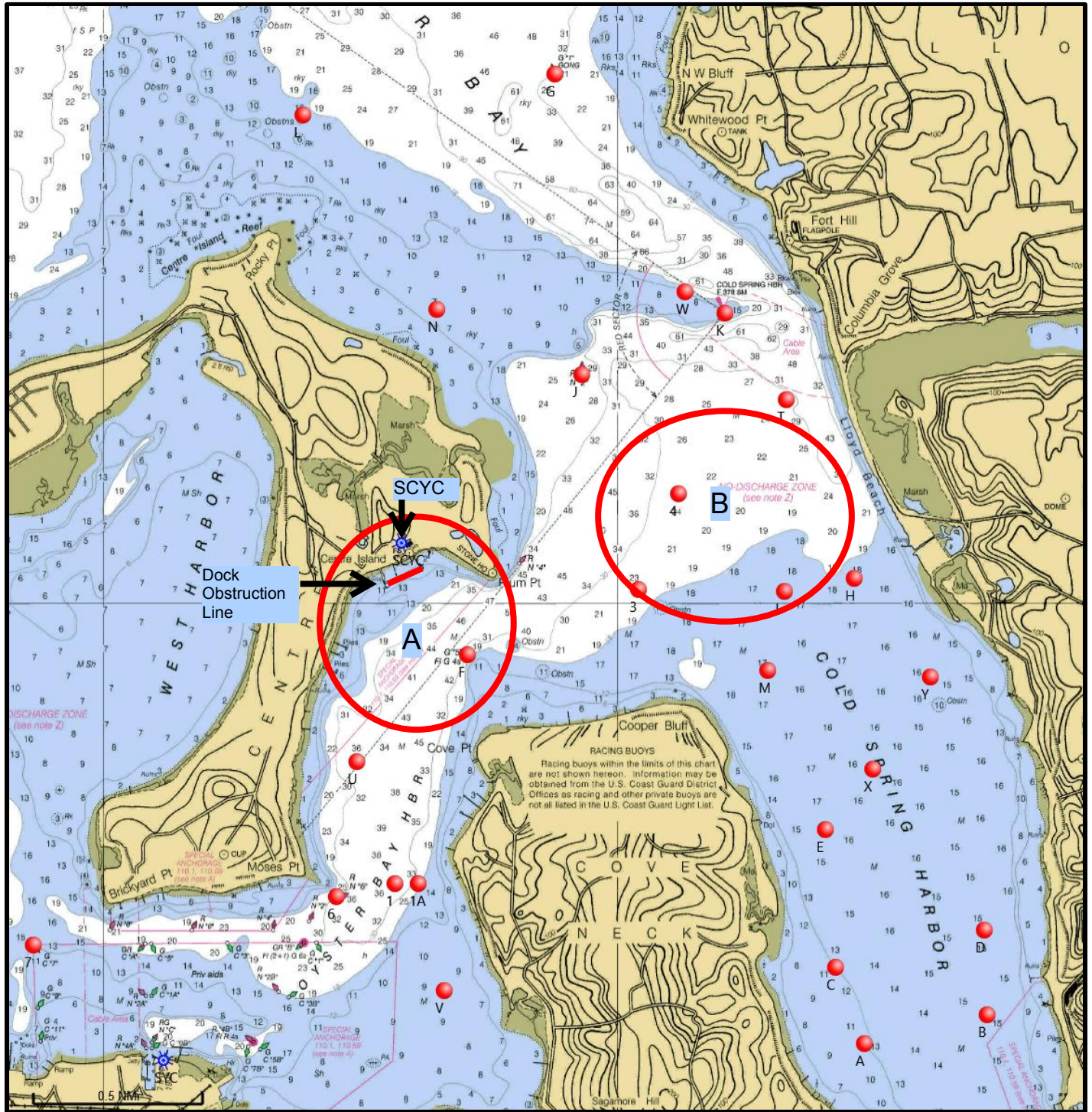
Competitor’s Briefing at SCYC	0900
First Warning	1000
Umpire Debriefing at SCYC	Immediately Following Racing

Sunday, November 16, 2014

Competitor’s Briefing at SCYC	0900
First Warning	1000
No flight attention signal shall be made after	1700
Prize giving at SCYC	1800

Unless excused by the OA, attendance at the Competitors Meetings and prize giving is mandatory.

ADDENDUM G - RACING AREAS & OBSTRUCTION LINE



NOTE: This map is NOT to be used for purposes of navigation. It is only intended to depict the general locations where racing is expected to take place. Other parts of Oyster Bay and Cold Spring Harbors may be utilized depending upon weather and sea conditions.