



# Swan 42 U.S. Nationals

July 12-15, 2017  
Newport, Rhode Island

## SAILING INSTRUCTIONS

The Organizing Authority (OA) is the New York Yacht Club Regatta Association, Inc.

### 1 RULES

- 1.1 This Regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) including the Swan 42 Class Rules updated January 2017.
- 1.2 The US Sailing prescriptions to the RRS that apply are shown in NOR Addendum A and are posted on the regatta website.
- 1.3 Where there is conflict with the notice of race, these sailing instructions shall prevail except that neither shall change nor alter any Class rules. This changes RRS 63.7.
- 1.4 In accordance with Class Rule 2.3, this is a Swan 42 Sanctioned Event.
- 1.5 **Safety Equipment Requirements:** All yachts shall comply with the US Nearshore section shown in SI Addendum C – US Safety Equipment Requirements (USSER), and Swan 42 Class Rules Appendix A – Dimensions, Weights, and Equipment. In the event of a conflict between these Requirements and applicable class rules, the class rules shall apply.
- 1.6 The protest committee, in consultation with the Class representative on issues related to Class Rules, may impose suitable penalties, other than disqualification, for violations of the USSER or non-Part 2 rules. This changes RRS 64.1.
- 1.7 All yachts shall submit all forms required by the Swan 42 Class by the specified deadlines.
- 1.8 The OA may place a cameraperson onboard a competing yacht. The cameraperson may not take part in sailing the yacht in any fashion and will not be placed on an individual yacht for more than one day of racing.
- 1.9 RRS 41 is changed by adding:
  - (e) help to return a crewmember who was overboard to her boat. The boat shall then return to the location where the crewmember originally went overboard to resume racing.

### 2 NON-COMPETING CLASS REPRESENTATIVE

The Class representative will be Diana McConnell.

### 3 NOTICES, COMPETITOR INFORMATION AND SIGNALS MADE ASHORE

- 3.1 Notices, including race results, amendments and protest hearing schedules, will be posted on the Official Notice Board located in the courtyard of the NYYC Sailing Center at Harbour Court. This information may also be posted on the regatta website.
- 3.2 Flag signals will be flown from the western side of the yardarm of the flagpole at Harbour Court.
- 3.3 When Pennant “AP” is displayed ashore, “one minute” is replaced with “not less than one hour” in race signal “AP”.



- 3.4 Signals designating the rendezvous locations will be displayed at 0900 each morning from the flagpole at Harbour Court. The Swan 42 Class is designated as the Blue circle. The Race Committee will endeavor to announce the locations as described in SI 3.6 at that time over VHF Channel 72. The failure to make this announcement or for a boat to hear this announcement will not be grounds for redress. This changes rule 62.1(a).
- 3.5 After the rendezvous locations and any other regatta announcements have been made, Race Committee Signal Boats will monitor VHF Channel 72.
- 3.6 Fleet rendezvous locations are listed below and will be designated as described in SI 3.4.

**Rhode Island Sound:**

- Area “A” - in the vicinity of 160° for 1.2 NM from R “2” QR Whistle marking Brenton Point
- Area “B” - in the vicinity of 120° for 2.5 NM from R “2” QR Whistle marking Brenton Point

**Newport Harbor and near Newport Bridge:**

- Area “K” - between Goat Island and Rose Island
- Area “M” - in the vicinity of R “12” west of Rose Island
- Area “O” - in the vicinity of Potter Cove (just north of west end of Newport Bridge)

**North of Newport Bridge:**

- Area “R” - in the vicinity of 200° for 0.5 NM from Halfway Rock
- Area “T” - in the vicinity of G “7” QG off Quonset Point

**4 IDENTIFICATION NUMBER**

Each yacht shall be identified by the last two digits of her sail number. Bow numbers may be provided at registration and, if so, shall be displayed in accordance with the supplied instructions.

**5 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 1900 on the day before it will take effect. Flag “Lima” will be flown from the flagpole to signify such posting.

**6 SCHEDULE OF RACES**

- 6.1 Racing is scheduled for Wednesday, July 12 through Saturday, July 15.
- 6.2 The warning signal for the first race each day is scheduled for 1100.
- 6.3 It is the intention of the Race Committee to conduct no more than four races on a scheduled day of racing, up to a maximum of 11 races for the Series. No initial warning signal will be made after 1500 hours on the last scheduled day of racing.

**7 RACING AREA**

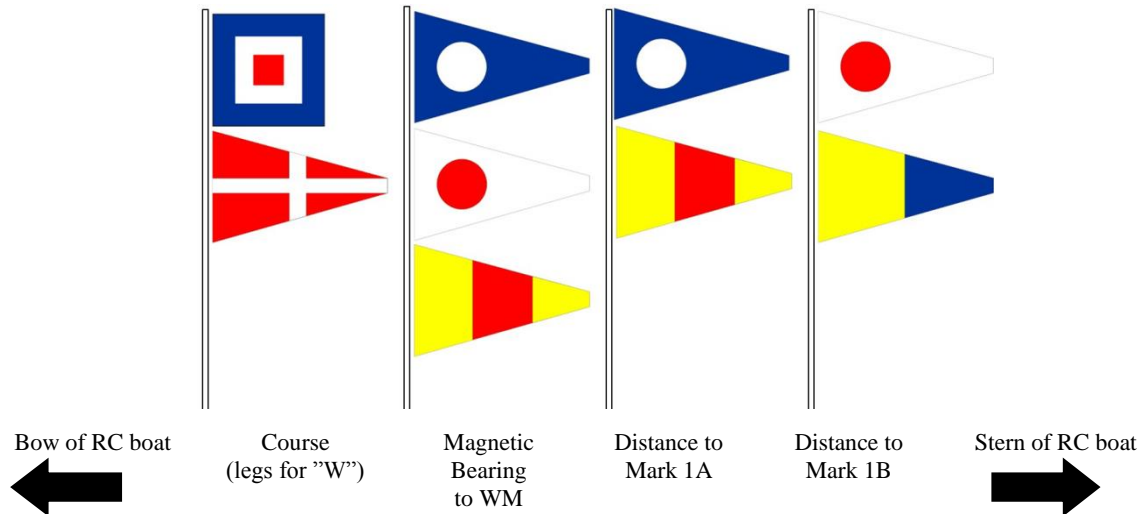
Races will be held off Newport, RI on Rhode Island Sound or in Narragansett Bay as shown in Addendum A.

**8 THE COURSES**

- 8.1 The course will be a windward/leeward course with a windward offset mark.
- 8.2 The Race Committee intends to set Mark “F” approximately 5-6 boat lengths to leeward of Mark “1A” with the intention of keeping boats away from the port tack layline to Mark “1A”. Mark “F” is to be left to port on both the first upwind and the first downwind legs. Mark “F” will only be set at the first windward Mark “1A”.
- 8.3 Course options include Course “W” and Course “V” and are diagrammed in Addendum B - Courses.
- 8.4 The windward mark on the first windward leg (Mark “1A”) may be set at a greater distance than the windward mark to be rounded on any subsequent windward legs (Mark “1B”) as indicated in the course signals described in SI 8.5 and diagrams in Addendum B - Courses.

8.5 **Course Signals** – The course designation, distance and bearing to windward mark 1A and windward mark 1B will be signaled using flags displayed on poles. The course designation will be flown forward, followed by the three numeral pennants designating the magnetic bearing to the first mark, followed by the two numeral pennants designating distance (nautical miles and tenths) to mark 1A, followed by the two numeral pennants designating distance (nautical miles and tenths) to mark 1B.

*Example shown: Course W4; bearing to first mark 210°; mark 1A at 2.0 NM; mark 1B at 1.5 NM*



## 8.6 Course Configuration:

- If course “W” is used, it will be displayed over a number indicating the number of LEGS to be raced. For the purpose of indicating the number of legs, the distance between the windward mark and the offset mark shall not count as a leg.
- In Course “W”, the leeward mark will be set approximately 0.10 NM to windward of the starting line.
- In Course “V”, the leeward mark will be set approximately 0.5 NM to leeward of the starting/finishing line.
- In Course “V”, except when starting or finishing, the starting/finishing line has no restrictions or requirements.
- Gate marks:** It is the intention of the Race Committee to use gate marks at the end of leeward legs.
- Marks, including the windward offset marks, shall be rounded in order and left to port, except that a gate, when used, shall be rounded as described rule 28.2(c). In the event that the gate is not in place, the single leeward mark shall be left to port.
- In Course “W”, except when there is a change of course on the final leg:
  - the finish for a course with an even number of legs will be approximately 0.10 NM to leeward of the leeward mark/gate; and
  - the finish for a course with an odd number of legs will be approximately 0.10 NM to windward of the last windward mark.

## 9 MARKS

- Rounding marks will be yellow tetrahedron buoys. The offset mark will be a 2’ orange round buoy. Mark “F” will be a pink tetrahedron buoy.
- A new mark, as provided in SI 11, will be an orange tetrahedron buoy.
- The starting mark will be either an anchored Race Committee boat displaying an orange flag or a pink tetrahedron buoy.
- The finishing mark will be a green tetrahedron buoy.

## 10 THE START

- The starting line will be between a staff displaying an orange flag on the Race Committee Signal Boat and either a staff displaying an orange flag on the port-end Race Committee boat or the starting mark.

10.2 The Race Committee will endeavor to hail each premature starter via VHF. Failure to make such an announcement, nor the timing or order of any announcement, shall not be grounds for redress. This changes rule 62.1(a).

10.4 The class flag for the Swan 42 class is numeral pennant “1”.

## **11 CHANGE OF THE NEXT LEG OF THE COURSE**

To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **12 THE FINISH**

The finishing line will be between the staff displaying a blue flag on the Race Committee Signal Boat and the finishing mark.

## **13 PENALTY SYSTEM**

13.1 The penalty system is as described in Class Rule 9.2: “Rules 44.1 and 44.2 are changed so that, except for infringements of Part 2 that occur within the *zone* of a rounding mark or finishing mark, only one turn, including one tack and one gybe, is required.”

13.2 A yacht that has taken a penalty shall complete an [online penalty acknowledgement](#) form or a paper form available from the Jury Secretary and submit/file it with the Jury Secretary no later than the end of protest time.

## **14 TIME LIMIT**

14.1 The time limit to sail the course and finish is three hours. If no yacht has passed the first mark within 45 minutes, the race will be abandoned.

14.2 Yachts failing to finish within 30 minutes of the first yacht to sail the course and finish will be scored Did Not Finish (DNF) and scored points as described in SI 16.3. This changes rules 35 and A4.

## **15 PROTESTS AND REQUESTS FOR REDRESS**

15.1 It is requested that yachts intending to protest report both their intention and the yacht being protested to the Race Committee on VHF channel 69 immediately after finishing or withdrawing from the race.

15.2 Protests or requests for redress shall be submitted to the Jury Secretary in the NYYC Sailing Center as soon as possible, but not later than one hour after the Race Committee Signal Boat has docked, either on the written protest form available from the Jury Secretary or on the [online protest form](#). The time limit for filing a protest will be posted on the Official Notice Board.

15.3 Protest notices will be posted as soon as possible on the Official Notice Board.

15.4 Protest hearings will take place at the NYYC Sailing Center as soon as possible after the notices are posted. The protest committee will attempt to hear protests in the order of receipt. Representatives of yachts who are parties to a hearing shall remain on call in the vicinity of the protest rooms.

15.5 Rule 63.5 is changed by adding, “A protest involving contact may be heard by the protest committee even though the requirements of rule 61.1(a) and 61.3 have not been fulfilled.”

15.6 On the last scheduled day of racing, a request for reopening a hearing shall be delivered:

(a) within the protest time limit if the party requesting reopening was informed of the decision on the previous day;

(b) no later than thirty (30) minutes after the party requesting reopening was informed of the decision on that day.

(c) If no races are held on the last scheduled day of racing, within one hour after racing has been abandoned. This changes rule 66.

15.7 On the last scheduled day of racing, a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

15.8 In accordance with rule 70.5(a), decisions of the protest committee are final. US Sailing's permission has been granted. If the requirements shown on <http://www.ussailing.org/race-officials/rules-and-appeals/new-no-appeals-page/> are not met, the decisions of the protest committee may be appealed.

**16 SCORING**

- 16.1 A yacht’s series score will be the total of all of her race scores with no discard race. This changes rule A2.
- 16.2 Eleven races are scheduled. One race is required to be completed to constitute a series.
- 16.3 Yachts that have started and fail to finish within the time limit for any reason, shall, without a hearing, be scored by the Race Committee with points equal to the number of yachts that have sailed the course and finished within the time limit, plus two. This changes rule A4.1, A4.2, and A5.

**17 PRIZES**

Prizes will be awarded as described in the Notice of Race.

**18 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority, NYYC Swan 42 Class and affiliated companies, and other sponsors will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. Attention is also drawn to ISAF Offshore Special Regulation 1.02, Responsibility of the Person in Charge, as well as the "Waiver and Release of Liability" as stated on the entry form.

**19 NOTES**

- 19.1 Competitors are reminded that Narragansett Bay is a restricted channel and sailing vessels do not have the right-of-way over a vessel under power that may be restricted in her ability to maneuver. Only the Race Committee or protest committee may protest a yacht that breaches this rule. This changes rule 60.1(a).
- 19.2 In the event there is racing in Narragansett Bay, competitors should be aware of heightened security around the Navy base in Newport just to the north of the Newport Jamestown Bridge. The area to the east of a line defined by a series of white buoys marking the Newport Security Zone along the coast of the Naval Facilities from Coasters Harbor to the breakwater at the north end of Coddington Cove shall rank as an obstruction. Yachts shall not enter this area. Only the Race Committee or protest committee may protest a yacht that breaches this sailing instruction. This changes rule 60.1(a).

19.3 Newport Tides

<u>Day</u>	<u>Date</u>	<u>High Tide</u>	<u>Feet</u>	<u>Low Tide</u>	<u>Feet</u>
Wednesday	July 12	1042	3.4	1605	.3
Thursday	July 13	1127	3.4	1645	.4
Friday	July 14	1214	3.5	1729	.5
Saturday	July 15	1304	3.6	0823	.5

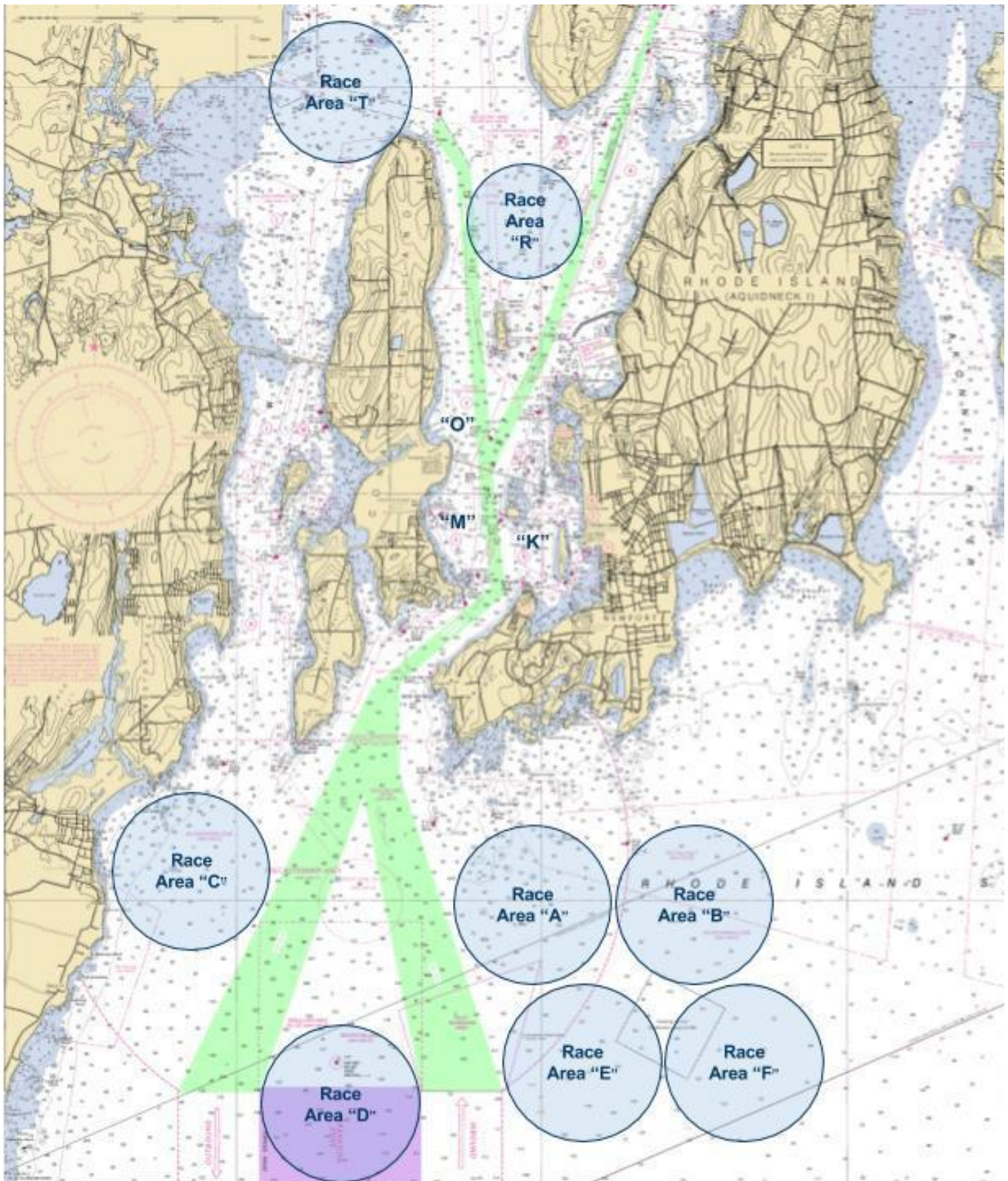
19.4 All times herein are Eastern Daylight times. Bearings are in degrees magnetic and are approximate. Distances used herein are expressed in nautical miles (when not otherwise defined) and are approximate.

19.5 For further information please contact:

New York Yacht Club, Harbour Court  
 5 Halidon Avenue  
 Newport, RI 02840  
 Tel: 401-845-9633  
 Fax: 401-846-3303  
 Email: [sailingoffice@nyyc.org](mailto:sailingoffice@nyyc.org)



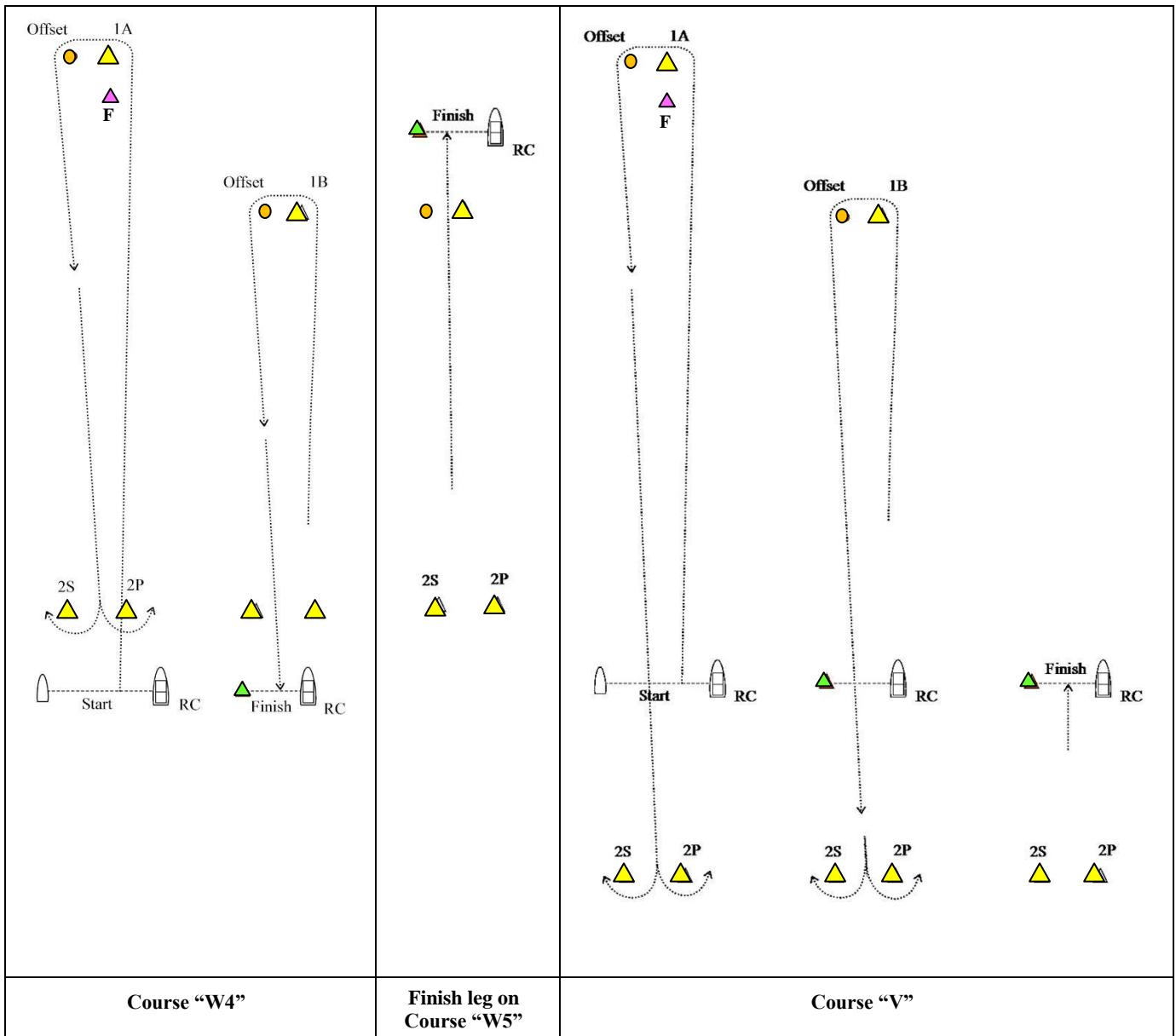
**ADDENDUM A – PRIMARY RACING AREAS**



**ADDENDUM B – COURSES**

- Course “W”**    **W4**    Start – F – 1A – offset – F – 2S/2P – 1B – offset – Finish
- W5**    Start – F – 1A – offset – F – 2S/2P – 1B – offset – 2S/2P – Finish
- W6**    Start – F – 1A – offset – F – 2S/2P – 1B – offset – 2S/2P – 1B – offset – Finish
- 
- Course “V”**    **V**        Start – F – 1A – offset – F – 2S/2P – 1B – offset – 2S/2P – Finish

**Sample Diagrams:**



## ADDENDUM C – US SAFETY EQUIPMENT REQUIREMENTS (USSER)

US Sailing's Safety at Sea Committee has conducted an overhaul of ISAF's Offshore Special Regulations (OSR), which describes the gear required to be used on sailboats when racing in most local and offshore races in the U.S. The U.S. Safety Equipment Requirements (USSER) document is intended to be used by race organizers, owners and boat inspectors in place of the OSR.

### **US Nearshore**

The US Nearshore requirements are for races intended to be sailed during the day, close to shore, and in relatively protected waters.

### **Minimum Equipment and Safety Requirements**

It is the purpose of these requirements to establish a uniform minimum equipment and accommodation standard for regattas run by the New York Yacht Club Regatta Association. These requirements are intended to supplement, rather than replace, government requirements and the *Racing Rules of Sailing*. The responsibility for providing and maintaining a safe and seaworthy vessel rests entirely on the owner. The establishment of these requirements, their use by race organizers, or inspection of a boat under these requirements do not in any way limit or reduce the complete and unlimited responsibility of the owner or owner's representative.

### **One-Design Minimum Equipment Requirements**

One-Design classes are expected to provide their own equipment requirements in their respective class rules and where there is a conflict with these equipment requirements, the Class Rules shall apply.

### **Safety Rules**

All competitors should be familiar with *The Racing Rules of Sailing* fundamental rules concerning the safety of crews while racing:

#### **1 SAFETY**

##### **1.1 Helping Those in Danger**

A boat or competitor shall give all possible help to any person or vessel in danger.

##### **1.2 Life-Saving Equipment and Personal Flotation Devices**

A boat shall carry adequate life-saving equipment for all persons on board, including one item ready for immediate use, unless her class rules make some other provision. Each competitor is individually responsible for wearing a personal flotation device adequate for the conditions.

#### **4 DECISION TO RACE**

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

### **USSER NEARSHORE**

Effective Date: January 1, 2017, revision 2017.0

Section Name	#	Requirement	Nearshore
Definition	1.0.3	Nearshore: Races primarily sailed during the day, close to shore, in relatively protected waters.	x
Overall	1.1	The Safety Equipment Requirements establish uniform minimum equipment and training standards for a variety of boats racing in differing conditions. These regulations do not replace, but rather supplement, the requirements of applicable local or national authority for boating, the Racing Rules of Sailing, the rules of Class Associations and any applicable rating rules.	x



Overall: Responsibility	1.2	The safety of a boat and her crew is the sole and inescapable responsibility of the "person in charge", as per RRS 46, who shall ensure that the boat is seaworthy and manned by an experienced crew with sufficient ability and experience to face bad weather. S/he shall be satisfied as to the soundness of hull, spars, rigging, sails and all gear. S/he shall ensure that all safety equipment is at all times properly maintained and safely stowed and that the crew knows where it is kept and how it is to be used.	x
Overall: Inspections	1.3	A boat may be inspected at any time by an equipment inspector or measurer appointed for the event. If she does not comply with these regulations, her entry may be rejected or she will be subject to a protest filed by the RC. A Violation of the Safety Equipment Requirements may result in a penalty other than disqualification.	x
Overall: Equipment and Knowledge	1.4	All equipment required shall function properly, be regularly checked, cleaned and serviced, and be of a type, size and capacity suitable for the intended use and size of the boat and the size of the crew. This equipment shall be readily accessible while underway and, when not in use, stored in such a way that deterioration is minimized.	x
Overall: Secure Storage	1.5	A boat's heavy items such as batteries, stoves, toolboxes, anchors, chain and internal ballast shall be secured.	x
Overall: Watertight Integrity	1.7	A boat's hull, including, deck, coach roof, windows, hatches and all other parts, shall form an integral watertight unit, and any openings in it shall be capable of being immediately secured to maintain this integrity.	x
Hull and Structure: Hull Openings	2.1.1	A boat's companionway(s) shall be capable of being blocked off to main deck level (sheerline). The method of blocking should be solid, watertight, and rigidly secured, if not permanent.	x
Hull and Structure: Hull Openings	2.1.2	A boat's hatch boards, whether or not in position in the hatchway, shall be secured in a way that prevents their being lost overboard.	x
Hull and Structure: Cockpit	2.1.3	A boat's entire cockpit shall be solid, watertight, strongly fastened and/or sealed. Weather-tight seat hatches are acceptable only if capable of being secured when closed.	x
Hull and Structure: Cockpit	2.1.4	A boat's cockpit drains shall be capable of draining six inches of water in 5 minutes. One square inch (645mm <sup>2</sup> ) of effective drain per eight square feet (0.743m <sup>2</sup> ) of cockpit sole will meet this requirement.	x
	2.1.5.2	A boat's maximum cockpit volume for cockpits not open to the sea, including any compartments capable of flooding, to lowest points of coaming over which water can adequately escape, shall not exceed 0.08 x LOA x Max. Beam x Freeboard aft. The cockpit sole shall be at least 0.02 x LOA above LWL.	x
Hull and Structure: Stability	2.2.3	A boat with moveable or variable ballast (water or canting keel) shall comply with the requirements of Appendix K.	x
Hull and Structure: Lifelines	2.4.2	A boat's stanchion and pulpit bases shall be within the working deck.	x
Hull and Structure: Lifelines	2.4.3	Bow pulpits may be open, but the opening between the vertical portion of stanchion pulpit and any part of the boat shall not exceed 14.2" (360mm).	x
Hull and Structure: Lifelines	2.4.4	<i>Lifelines shall be uncoated stainless steel wire. A multipart-lashing segment not to exceed 4" per end termination for the purpose of attaching lifelines to pulpits is allowed. Lifelines shall be taut.</i>	x

Hull and Structure: Lifelines	2.4.4.1	Lifeline deflection shall not exceed the following: a) When a deflecting force of 9 lbs (40N) is applied to a lifeline midway between supports of an upper or single lifeline, the lifeline shall not deflect more than 2" (50mm). This measurement shall be taken at the widest span between supports that are aft of the mast. b) When a deflecting force of 9 lbs (40N) is applied midway between supports of an intermediate lifeline of all spans that are aft of the mast, deflection shall not exceed 5" (120mm) from a straight line between the stanchions.	x
Hull and Structure: Lifelines	2.4.5	The maximum spacing between lifeline supports (e.g. stanchions and pulpits) shall be 87" (2.2m).	x
Hull and Structure: Lifelines	2.4.6	Boats under 30' (9.14m) shall have at least one lifeline with 18" (457mm) minimum height above deck, and a maximum vertical gap of 18" (457mm). Taller heights will require a second lifeline. The minimum diameter shall be 1/8" (3mm).	x
Hull and Structure: Lifelines	2.4.7	Boats 30' and over (9.14m) shall have at least two lifelines with 24" (762mm) minimum height above deck, and a maximum vertical gap of 15" (381mm). The minimum diameter will be 5/32" (4mm) for boats to 43' (13.1m) and 3/16" (5mm) for boats over 43' (13.1m).	x
Hull and Structure: Lifelines	2.4.8	Toe rails shall be fitted around the foredeck from the base of the mast with a minimum height of 3/4" (18mm) for boats under 30' (9.14m) and 1" (25mm) for boats over 30'. An additional installed lifeline that is 1-2" (25-51mm) above the deck will satisfy this requirement for boats without toerails.	x
Hull and Structure: Lifelines	2.4.9	Trimarans are exempted from the lifeline requirement where there is a trampoline outboard of the main hull, except that a lifeline must run from the top of a bow pulpit to the forward crossbeam at the outboard edge of the bow net or foredeck. Catamarans with trampoline nets between the hulls are exempted from the lifeline requirement. All catamarans are exempted from the need for pulpits and lifelines across the bow.	x
Hull and Structure: Dewatering pumps	2.5.3	A boat shall have a manual bilge pump of at least a 10 GPM (37.8 liter per minute) capacity.	x
Safety Equipment: Personal	3.1.3	Each crewmember shall have a life jacket intended for small boat sailing or other active boating. Each such life jacket shall be USCG, ISO, or applicable government approved or shall meet the ocean requirement of 3.1.1.	x
Safety Equipment: Navigation Lights	3.3.1	A boat racing between sunset and sunrise shall carry navigation lights that meet U. S. Coast Guard or applicable government requirements mounted so that they will not be obscured by the sails nor be located below deck level.	x
Safety Equipment: Navigation Lights	3.3.2	A boat shall have a second set of navigation lights that comply with US Coast Guard or applicable government requirements and which can be connected to a different power source than the primary lights.	
Safety Equipment: Fire Extinguishers	3.4	A boat shall carry fire extinguisher(s) that meets U.S. Coast Guard or applicable government requirements, when applicable.	x
Safety Equipment: Sound Producing Equipment	3.5	A boat shall carry-sound-making devices that meets U.S. Coast Guard or applicable government requirements, when applicable.	x
Safety Equipment: Visual Distress Signals	3.6.4	A boat shall carry U.S. Coast Guard (or applicable government entity) flares meeting day-night requirements not older than the expiration date.	x
Safety Equipment: Man Overboard	3.7.1	A boat shall carry a Lifesling or equivalent man overboard rescue device equipped with a self igniting light stored on deck and ready for immediate use.	x

Safety Equipment: Man Overboard	3.7.3	A boat shall have a throwing sock-type heaving line of 50' (15m) or greater of floating polypropylene line readily accessible to the cockpit.	x
Safety Equipment: Man Overboard	3.7.4	A boat shall carry a Coast Guard or applicable government approved "throwable device". If the device carried under 3.7.1 or 3.7.2 satisfies this requirement, then no additional device is needed.	x
Safety Equipment: Emergency Communications	3.8.2	A boat shall have a watertight handheld VHF radio or a handheld VHF radio with waterproof cover. This radio shall have DSC/GPS capability <i>with an MMSI number properly registered to the vessel.</i>	x
Safety Equipment: Navigation	3.19.1	A boat shall have a permanently mounted magnetic compass independent of the boat's electrical system suitable for steering at sea.	x
Safety Equipment: Navigation	3.20	A boat shall have non-electronic charts that are appropriate for the race area.	x
Gear: Anchoring	3.23	A boat shall carry one anchor, meeting the anchor manufacturer's recommendations based on the yacht's size, with a suitable combination of chain and line.	x
Gear: Lights	3.24.3	A boat shall carry at least two watertight flashlights with spare batteries in addition to the requirement of 3.24.1.	x
Gear: Medical Kits	3.25	A boat shall carry a first aid kit and first aid manual suitable for the likely conditions of the passage and the number of crew aboard.	x
	3.27.2	A boat shall carry one sturdy bucket of at least two gallons (8 liters) capacity with lanyards attached.	x
Skills: Man Overboard	4.2	Annually, two-thirds of the boat's racing crew shall practice man-overboard procedures appropriate for the boat's size and speed. The practice shall consist of marking and returning to a position on the water, and demonstrating a method of hoisting a crewmember back on deck, or other consistent means of reboarding the crewmember.	x

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