



**September 9-16, 2017
Newport, Rhode Island**

SAILING INSTRUCTIONS

The Organizing Authority (OA) is the New York Yacht Club Regatta Association, Inc. The official Rolex NYYC Invitational Cup website is <http://nyyc.org/yachting/invitational-cup/2015-invitational-cup>.

1 RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS) as changed by the rules in Modified Addendum Q – Umpired Fleet Racing attached to these sailing instructions.
- 1.2 The prescriptions of US SAILING to *The Racing Rules of Sailing* listed in NOR Addendum A shall apply and are posted on the regatta website as Notice of Race Addendum A.
- 1.3 SI Appendix 3 – Handling of Yachts shall apply.
- 1.4 The Swan 42 Class Association Rules shall apply except as specifically changed in the Notice of Race or in these Sailing Instructions. The Swan 42 Class Association Rules are posted on the regatta website as Notice of Race Addendum B. Swan 42 Class Association rules 4, 6, 7 and 9.2 do not apply.
- 1.5 The minimum equipment required to be on board shall be as stated in NOR 1.5.
- 1.6 WS Sailor Classification Code, Regulation 22 will apply. All crew members shall have a valid ISAF Sailor Classification as a Group 1 competitor except as noted in NOR 4.10.
- 1.7 On the water umpiring will be used as detailed in Sailing Instructions Modified Addendum Q – Umpired Fleet Racing and these Sailing Instructions. In addition, the umpires may issue penalties as described in SI 16.2.
- 1.8 The Jury may impose suitable penalties, other than disqualification, for violations of the Class Rules, US Safety Equipment Requirements or other non-Part 2 rules. This changes RRS 64.1.
- 1.9 If there is a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions shall take precedence.
- 1.10 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.
- 1.12 When the Race Committee displays flag “K” with or before the warning signal, boats shall not use spinnakers during that race.
- 1.13 RRS 61.1(a) is changed to read:

“A boat intending to protest another boat for a rule other than a rule of Part 2 (except rule 14), rule 31 or rule 42, shall inform the other boat at the first reasonable opportunity. When her *protest* will concern an incident in the racing area that she was involved in or saw, she shall hail ‘Protest’ at the first reasonable opportunity. However,”



2 NOTICES TO COMPETITORS

Notices, including race results, amendments and protest hearing schedules, shall be posted on the Official Notice Boards located in the courtyard of the NYYC Sailing Center at Harbour Court.

3 SIGNALS MADE ASHORE

3.1 Flag signals will be flown from the flagpole at Harbour Court.

3.2 When Pennant “AP” is displayed ashore, “one minute” is replaced with “not less than one hour” in Race Signal “AP”.

3.3 Signals designating the rendezvous location, as described in SI Appendix 2, will be displayed at 0900 each morning of racing from the flagpole at Harbour Court. The Race Committee will endeavor to announce the location at that time over VHF Channel 72.

4 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 2000 on the day before it will take effect. Flag “Lima” will be flown to signify such posting.

5 SCHEDULE

5.1 The schedule is shown in SI Appendix 4 – Schedule.

5.2 Twelve races are planned. Up to four races may be run each day.

5.3 Course signals will be displayed with one sound signal five minutes before the warning signal for each race.

5.4 No warning signal shall be made after 1500 on Saturday, September 16.

6 RACING AREAS

Racing will take place off Newport, RI, on Rhode Island Sound or in Narragansett Bay.

7 SAFETY, CHECK-IN AND RETIREMENT

7.1 Due to the nature of the regatta, upper wind limits will apply. The Race Committee will not start a race in sustained wind velocity greater than 22 knots and will abandon a race in sustained wind velocity greater than 25 knots, as determined by the Race Committee. The failure of the Race Committee to abandon a race under this sailing instruction shall not be grounds for redress. This changes rule 62.1(a).

7.2 Prior to the warning signal for the first race each day, all yachts shall check-in with the Race Committee Signal Boat. The Race Committee will acknowledge by responding with the sail/bow number.

7.3 Yachts retiring are requested to inform the Race Committee on VHF Channel 72 or by calling (401) 845-9633.

8 IDENTIFICATION NUMBER

Each yacht shall be identified by the two digits that are her sail number and bow number.

9 ADVERTISING, SIGNAGE AND FLAGS

9.1 Advertising on the yachts is limited as described in NOR 3.

9.2 Yachts shall fly the ROLEX backstay flag provided at registration approximately 7' (2 meters) above the deck:

9.3 Yachts shall fly the “battle flags” provided at registration whenever a headsail is not set while transiting to and from the race course. In addition, yachts shall fly the “battle flags” while on the mooring as directed by the OA.

9.4 All teams shall fly their national flag on the flagstaff, provided by the OA to each yacht, on the transom while team members are onboard the yacht between 0800 and sunset. The national flag shall be flown at all times while racing. The flag and staff shall be considered to be equipment in its normal position for all Part 2 rules.

10 COURSES

- 10.1 The course will be a windward/leeward course with a windward offset mark.
- 10.2 The race committee intends to set Mark “F” approximately 5 to 6 boat lengths to leeward of Mark “1A” with the intention of keeping boats away from the port tack layline to the first windward mark. Mark “F” is to be left to port on both the upwind and the downwind legs. The location of Mark “F” or the failure of the race committee to set Mark “F” shall not be grounds for redress. This changes rule 62.1(a).
- 10.3 Course options include Course “W” and Course “V” and are diagrammed in SI Appendix 1 - Courses.
- 10.4 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 10.5 and diagrams in SI Appendix 1 - Courses.
- 10.5 **Course Signals** – The course, the magnetic bearing to the windward mark, the distance in nautical miles and tenths to the first windward mark and to the windward mark for any subsequent windward legs will be displayed on a board on the Race Committee Signal Boat, as shown below, with one sound signal five minutes before the warning signal for each race.

	W	2	2	1	
	4	1	0	5	
		0			
← Bow of RC boat	Course (legs for “W”)	Magnetic Bearing to WM	Distance to First WM (e.g., 2.0 NM)	Distance to Subsequent WM (e.g., 1.5 NM)	→ Stern of RC boat

10.6 Course Configuration:

- a) 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 marks shall not count as a leg.
- b) In Course “W”, the leeward mark will be set approximately 0.10 NM to windward of the starting line.
- c) In Course “V”, the leeward mark will be set approximately 0.5 NM to leeward of the starting/finishing line
- d) In Course “V”, except when starting or finishing, the starting/finishing line has no restrictions or requirements.
- e) **Gate marks:** It is the intention of the Race Committee to use gate marks at the end of leeward legs.
- f) 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 28.1(c). If the gate is replaced by a single mark, it shall be left to port.
- g) 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.

11 MARKS

- 11.1 **Original marks** 1A, 1B, 2S and 2P, as shown in SI Appendix 1, will be yellow 8' inflatable tetrahedron buoys.
- 11.2 The starting mark will be either an anchored Race Committee boat displaying an orange flag or a 5' green inflatable tetrahedron buoy.
- 11.3 The finishing mark will be a pink inflatable tetrahedron buoy.
- 11.4 **New marks**, as provided in SI 14, will be orange 8' inflatable tetrahedron buoys.
- 11.5 The offset mark will be an a yellow 8' inflatable tetrahedron buoy.
- 11.6 Mark "F" will be a pink inflatable tetrahedron buoy.

12 THE START

- 12.1 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 course side of the starting mark.
- 12.2 A yacht starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

13 INDIVIDUAL RECALLS

The Race Committee will endeavor to hail each yacht that is OCS on VHF Channel 72. The timing of such hail, the sequence of the hails, or the failure to make, or for the competitor to hear, such an announcement shall not be grounds for redress. This changes rule 62.1(a).

14 CHANGE OF THE NEXT LEG OF THE COURSE

- 14.1 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.
- 14.2 The race committee may change the course by up to five degrees in bearing and/or 0.2 nm in length without a signal or change of mark color. This changes RRS 33.
- 14.3 In addition to the requirements in rule 33, the Race Committee will attempt to announce any course change on VHF Channel 72. Failure to make, or for the competitor to hear, such an announcement shall not be grounds for redress. This changes rule 62.1(a).

15 THE FINISH

- 15.1 The finishing line will be between a staff displaying a blue flag on a Race Committee Boat and the course side of the finishing mark.
- 15.2 In fog at the finish, the Race Committee Boat may ring a bell rapidly, for approximately 5 seconds, at intervals.
- 15.3 The same Race Committee Boat may or may not start and finish each race.

16 ON THE WATER UMPIRING

- 16.1 On the water umpiring will be used in accordance with Sailing Instruction Modified Addendum Q – Umpired Fleet Racing.
- 16.2 In addition, on the water umpiring will be used:
 - a) to enforce Class Rules 24.4.2 and 24.4.3 regarding the retractable bowsprit. When an umpire(s) observes a breach of these class rules, the yacht shall automatically be penalized one (1) point without a hearing. .
 - Class Rule 24.4.3 is interpreted such that the bow will be considered to have passed the windward mark when it crosses the extension of the line from the Race Committee Signal Boat on the first leg, or the starboard gate mark on subsequent legs, through the windward mark.
 - b) The umpires shall report any breaches to the race committee in accordance with SI Q2.4.

17 PENALTY SYSTEM

- 17.1 Penalties for breaches of a rule are described in Sailing Instruction Modified Addendum Q – Umpired Fleet Racing.
- 17.2 No part of a penalty turn shall be taken within the zone of any rounding mark or between the windward mark and the offset mark. The head of a boat's spinnaker shall be below the gooseneck while the boat is taking a penalty.
- 17.3 A yacht that plans to take a penalty in accordance with SI Q2.2, may clarify her intention to do so by:
- a) displaying a YELLOW flag supplied by the OA; or
 - b) making an arm signal waving a hand over the head; or
 - c) making a verbal hail,
- such that it is evident to **both** the umpires and protesting boat, then getting well clear of other yachts as soon after the incident as possible before taking the penalty.

18 REVOKE OF CHARTER

The OA reserves the right to revoke the charter, without a hearing, of any team that handles the yacht in a dangerous or reckless manner. For the purposes of this instruction, a team found to have caused serious damage, in the opinion of the OA, while breaking a rule of Part 2 shall be considered to have sailed in a reckless manner. In addition, a team that is involved in multiple incidents involving contact may be considered to have sailed in a reckless manner.

19 TIME LIMIT

- 19.1 The time limit for the first boat 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.
- 19.2 Yachts failing to finish within 30 minutes after the first yacht sails the course and finishes will be scored as described in SI 21.3 without a hearing. This changes rules 35, A4 and A5.

20 PROTESTS AND REQUESTS FOR REDRESS

- 20.1 RED flags will be provided by the OA to each yacht to be displayed when protesting another yacht in accordance with SI Q2.1.
- 20.2 Protests and Requests for Redress will be heard in accordance with SI Q5.
- 20.3 Protests and requests for redress need not be in writing, but forms will be available from the Sailing Office in the NYYC Sailing Center should a competitor wish to complete one for hearings held ashore.
- 20.4 The Jury will attempt to post a list of hearings on the Official Notice Board no later than 30 minutes after the Race Committee Signal Boat has docked.
- 20.5 If protest hearings are held ashore, they will take place in the Jury Room at the NYYC Sailing Center. The Jury 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 Jury Room.
- 20.6 Video and/or photographs taken from any support, spectator, and/or coach boat shall not be presented as evidence at protest hearings by a competitor. The Jury may present, as evidence, publicly available photos or video. Data from any tracking system, if used, may only be presented as evidence by the Jury. This changes RRS 63.6.
- 20.7 Breaches of SIs 7, 9, 23 and Class Rules 24.4.2 and 24.4.3, will not be grounds for a protest by a yacht.
- 20.8 When the Jury finds that a yacht that is a party to a protest hearing has broken a rule, and as a result has caused catastrophic damage to the other yacht involved in the incident (defined as a yacht being unable to race the following day), in addition to other penalties, the Jury may require that the team at fault give their yacht to the aggrieved team as a replacement until the damaged yacht has been fully repaired.
- 20.9 Decisions of the Jury will be final as provided in rule 70.5.

21 SCORING

- 21.1 A yacht's series score will be the total of all her race scores. There will be no discard race. This changes rule A2.
- 21.2 One race is required to be completed to constitute a series.
- 21.3 Yachts that have started and fail to finish within the time limit described in SI 19.2 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, but shall not receive a score worse than the number of yachts entered plus one. This changes rule A4.1, A4.2, and A5.

22 REPLACEMENT OF CREW OR EQUIPMENT

- 22.1 Substitution of competitors between racing days is not permitted without prior written approval of the OA. A crew substitution form will be available in the Sailing Office. Except as may be permitted by the OA in the case of injury or illness, the eligibility requirements of the entire crew as defined in NOR 4 must be maintained when any substitution is made.
- 22.2 Substitutions of competitors between races on a race day is only permitted in the case of an injury or illness and with verbal approval of the Jury. Except as may be permitted by the Jury for the remainder of racing on that day, the eligibility requirements of the entire crew as defined in NOR 4 must be maintained when any substitution is made.
- 22.3 Substitution or repair of damaged or lost equipment will not be allowed unless authorized by the Technical Committee of the OA. Procedures are described in SI Appendix 3 - Handling of Yachts.

23 EQUIPMENT AND MEASUREMENT CHECKS

A yacht or equipment may be inspected at any time for compliance with the Class Rules and sailing instructions. On the water, a yacht may be instructed by the Race Committee or a member of the Technical Committee to proceed immediately to a designated area for inspection by the OA.

24 SUPPORT BOATS

- 24.1 Other than cheering, individual support or coach boats shall not have contact of any nature including radio, telephone, text messaging, email or other computer/smartphone technology, vocal signal, visual signaling of any kind, or the transfer of equipment, persons or victuals, with a yacht from the time the yacht leaves the dock or mooring each day until the yacht has finished the final race of the day, except with the specific permission of the OA or Jury.
- 24.2 Individual support or coach boats, defined as any boat that is under the direction or control of a person gathering information or giving material support for the benefit of a particular competitor(s) either on the water or off, shall stay outside the racing area, as defined on the Course Marshal Directions, and at least 100 meters from any yacht that is racing, except at a mark rounding or the finish where they shall stay at least 50 meters from the mark or finish line.
- 24.3 Individual support or coach boats shall register with the OA and will be issued a flag that shall be clearly displayed at all times in the race area.
- 24.4 Infringements of this rule may be protested by the Race Committee or Jury and may result in a penalty to the yacht associated with the support or coach boat. Such penalty may be either place penalties or disqualification at the discretion of the Jury.

25 HAUL-OUT & BOTTOM CLEANING RESTRICTIONS

Yachts shall not be hauled from September 12 through the end of racing on September 19, without specific permission from the OA and/or the Jury. The OA will provide bottom cleaning for all yachts. Competitors shall not clean, sand or fair the bottom or foils of their yacht, or so cause or arrange. Swimming for the purposes of banding or aligning the propeller is prohibited.

26 PRIZES

- 26.1 Prizes will be awarded to the top three teams in the overall standings.

- 26.2 The winning Yacht Club's or Sailing Organization's name will be engraved on the NYYC Invitational Cup, which shall remain in the custody of New York Yacht Club. A replica traveling trophy will be awarded to the winning team and shall be returned to New York Yacht Club no later than one month prior to the subsequent Invitational Cup, or as agreed with the OA.
- 26.3 The Resolute Trophy will be awarded to the top non-North American team.
- 26.4 The Corinthian Spirit Award will be voted on by the competitors and OA and presented to the team that best exhibits the Corinthian spirit both on and off the water. Corinthian spirit may include graciousness, camaraderie, helpfulness, and contributing positively to the atmosphere of the event.
- 26.5 Prizes will be awarded daily to the top three teams in each race.
- 26.5 Participation awards will be presented to each team.
- 26.6 Additional prizes may be awarded at the discretion of the OA.

27 DISCLAIMER OF LIABILITY AND MEDIA WAIVER

- 27.1 **Liability & Media Waivers:** Each competitor shall complete the online Liability & Media Waiver available on the NYYC Invitational Cup website and submit the waiver prior to the close of registration.
- 27.2 Competitors participate in this regatta entirely at their own risk. See RRS 4, Decision to Race. The Organizing Authority, New York Yacht Club, Sponsors and affiliated companies 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 US Safety Equipment Requirement 1.2 Overall: Responsibility.

28 INSURANCE & DAMAGE DEPOSIT

Each Yacht Club or Sailing Organization shall meet the insurance and damage deposit requirements in NOR 5.5 and 5.6.

29 NOTES

- 29.1 Competitors are reminded that Narragansett Bay and its approaches are considered restricted channels for commercial traffic and vessels in the navigation channel restricted in their ability to maneuver. Competitors must comply with the government right-of-way rules when in proximity to commercial or privileged marine traffic.
- 29.2 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.
- 29.3 Newport Tides

Day	Date	High	Low
Saturday	Sept. 9	1035	4.3 1612
Sunday	Sept. 10	1125	4.2 1657
Monday	Sept. 11	1219	4.2 1749
Tuesday	Sept. 12	1317	4.1 0552

Day	Date	High	Low
Wednesday	Sept. 13	1417	4.1 0652
Thursday	Sept. 14	1520	4.0 0806
Friday	Sept. 15	1628	4.1 0932
Saturday	Sept. 16	1733	4.2 1049

- 29.4 For further information, please visit the official NYYC Invitational Cup website or contact the Event Chairman or the New York Yacht Club Sailing Office.

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NEW YORK YACHT CLUB OFFICERS

Philip A. Lotz, Commodore
William P. Ketcham, Vice Commodore
Christopher J. Culver, Rear Commodore
Peter J. Cummiskey, Secretary
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Patricia A. O'Donnell
Samuel W. Wakeman
A. Robin G. Wallace
Paul Zabetakis, Chair Sailing Committee

TECHNICAL COMMITTEE

Paul Hamilton
Peter McCloskey
Diana McConnell

RACE COMMITTEE

Ronald A. Hopkins, Principal Race Officer
Samuel W. Wakeman, Chair Race Committee
Robbie Benjamin
Lyn Comfort
Peggy Comfort
David K. Elwell Jr.
Ingrid M. Flynn
Thomas K. Flynn
Spyder Fortier
Richard R. Gumpert
Clare Harrington
Tim James
Johanna M. Moffitt
Dorothy B. Myles
John L. Myles, Jr.
Ellyn Osmond
Eric P. Richards
Samuel R. Vineyard

JURY/UMPIRES

S. Peter Shrubbs (BER), Chair
Lynne Beale (CAN)
David De Vries (AHO)
Patricia A. O'Donnell (USA)
Henry Menin (ISV)
Steven Wolff (USA)

APPENDIX 1 – COURSES

Course “W”

W3 Start–F–1A–offset–F–2S/2P–Finish

W4 Start–F–1A–offset–F–2S/2P–1B–offset–Finish

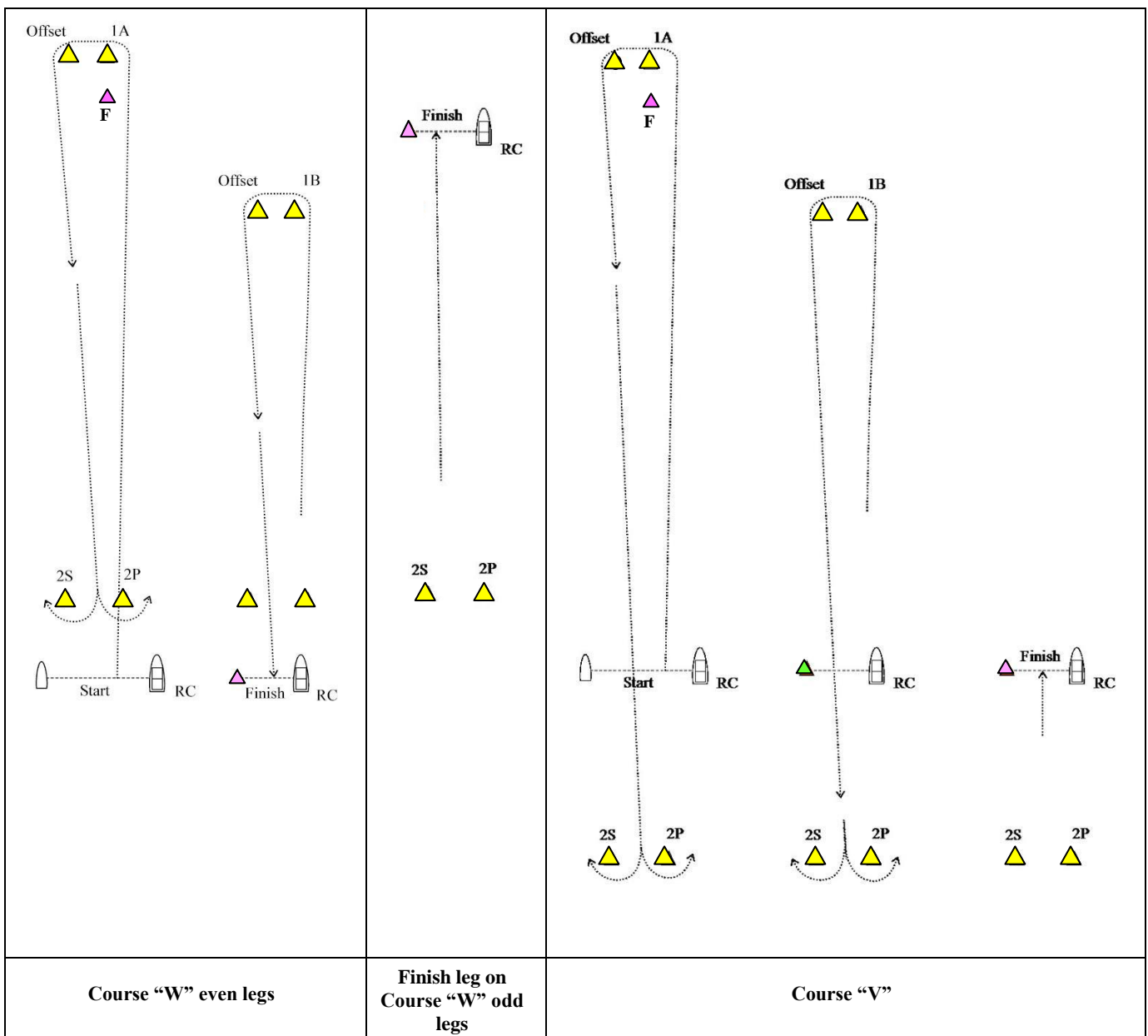
W5 Start–F–1A–offset–F–2S/2P–1B–offset–2S/2P–Finish

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:



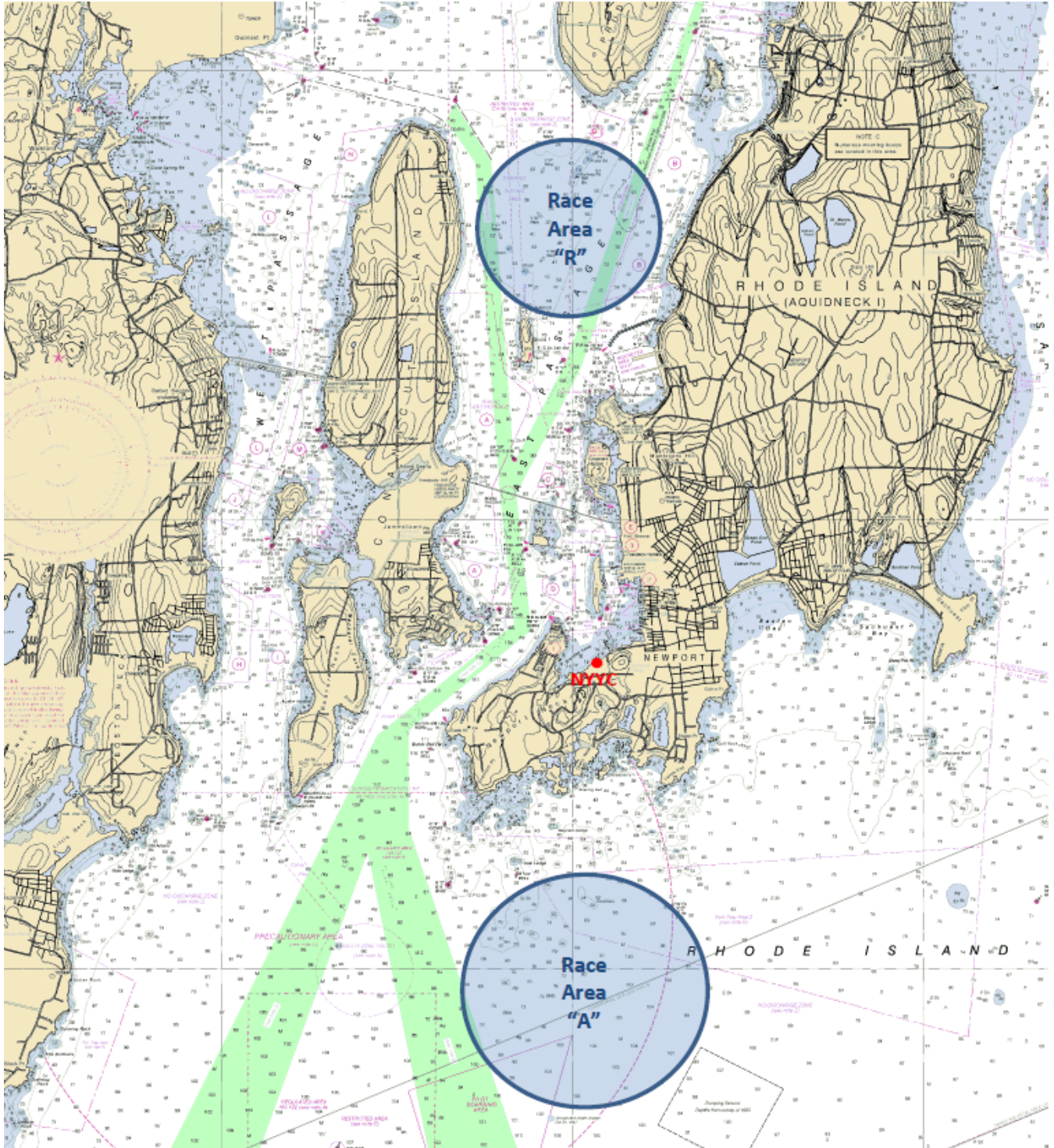
APPENDIX 2 – RENDEZVOUS LOCATIONS

Rhode Island Sound:

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

North of Newport Bridge:

- Area “R” - in the vicinity of 200° for 0.5 NM from Halfway Rock



APPENDIX 3 – HANDLING OF YACHTS

1 YACHTS

- 1.1 All yachts, whether drawn from the charter pool or provided by an invited yacht club, shall be chartered from the Organizing Authority.
- 1.2 Each yacht shall be kept on the mooring assigned by the Organizing Authority unless otherwise directed.
- 1.3 All yachts shall be standardized by the Technical Committee of the Organizing Authority to ensure as level a playing field as possible (see Form TC-01 - Charter Acceptance Checklist). Standardized settings include, but are not limited to, headstay length, mast jack tension, rig tune, water tank levels, and fuel tank levels. Yachts shall be sailed as set up by the OA. No seals shall be broken or opened. Any adjustment by competitors to the standardized settings is prohibited
- 1.4 The OA has designated the following outputs to be available on the mast jumbo displays on all yachts:
 - Boat speed
 - Heading
 - True wind angle
 - True wind speed
- 1.5 Bulkhead instrument displays, if used, shall only be set to DEPTH or BOATSPEED.
- 1.6 Competitors wishing to change any standardized rig tune setting shall request the change be made by the Technical Committee by submitting their request in writing (see Form TC-02 – Request for Rig Tuning Adjustment). If on the water, competitors can contact the Technical Committee on VHF Channel 72. The OA has the final authority in deciding whether an adjustment will be made.
- 1.7 While all reasonable steps will have been taken to equalize the yachts, variations will not be grounds for redress. This changes rule 62.1(a).
- 1.8 Yachts are provided for charter in proper operation and competitive condition. Deficiencies noted by the chartering team shall be brought to the attention of the Technical Committee during the charter check-out period (September 12-14).
- 1.9 After the charter check-out, the yacht's condition shall be the sole responsibility of the Charterer. Damage other than normal "wear and tear" (breakage of equipment while being used properly) shall be repaired by the OA and paid for by the charterer either by Credit Card or deducted from the original damage deposit (see Form TC-03 - Gear Replacement Form).
- 1.10 The sail inventory provided by the OA shall be the only sails permitted on the yachts from September 12 through September 19. No other sails shall be used during practice or racing.
- 1.11 All gear and equipment provided with the yacht shall remain onboard and remain stored in the location found unless actively in use.
- 1.12 While in the race course area, a yacht needing to contact the Technical Committee to request a change or repair shall fly the ORANGE flag provided by the OA as soon as possible, proceed immediately to the Technical "Service Area" to the left of the start/finish line after finishing and hail the Technical Committee on VHF Channel 72. Failure of the Technical Committee to respond or make a change or repair in time for a subsequent race shall not be grounds for granting redress. This changes rule 62.1(a).

2 PERMITTED EQUIPMENT AND ACTIONS

- 2.1 Yarn, thread or sail cloth telltales may be attached anywhere in the rigging. Telltales may be added to the sails, but perforating the sails is not permitted. All telltales shall be removed from the rigging and sails at the conclusion of the regatta.
- 2.2 Vinyl rigging tape or electrical tape may be attached anywhere above the waterline and shall be removed at the conclusion of the regatta.
- 2.3 Hand-bearing compasses, handheld GPS, VHF radio, binoculars, watches or timers, normally equipped sail/rigging repair kits, basic hand tools, spare parts (shackles, pins, etc.), line (elastic or otherwise of 4mm diameter or less), marking pens (not permanent markers), Velcro tape, bosun's chair, harness, charts, books, a

length of line (greater than 4 mm diameter) that can be brought onboard to use as a spinnaker takedown line and personal sailing gear are all permitted.

- 2.4 The use of competitor-provided electronic devices that provide tactical or strategic information, such as phone/tablet applications, Velocitek, or other such device, will be permitted, but may not be connected (wired or wirelessly) to any instrument on the boat while racing. Gathering of data to review after coming ashore each day is permitted.

3 PROHIBITED EQUIPMENT AND ACTIONS

- 3.1 The use of duct tape, permanent markers, additional winch handles, additional sheets or running rigging, additional sail bags or turtles, or the provision of equipment not permitted in paragraph 2 of this Appendix is prohibited.
- 3.2 Cell phone use is permitted when not racing, but shall not be used to obtain any information not freely available to all competitors.
- 3.3 Taking supplied equipment off the yacht or moving equipment from its stored position except when it is in use is prohibited.
- 3.4 Swimming or diving for the purposes of banding or aligning the propeller, or cleaning the bottom or foils in any way is prohibited. The OA has contracted for the bottoms to be cleaned during the regatta.
- 3.5 Running the engine at higher than 2800 RPMs while transiting to or from the race area is prohibited.
- 3.6 Except in an emergency or in order to prevent damage or injury, or when directed by the OA, the following are prohibited:
- a) adding, omitting or altering any of the equipment supplied;
 - b) using any equipment for a purpose other than that intended;
 - c) replacing any equipment without the sanction of the OA;
 - d) sailing the yacht in a manner that it is reasonable to predict would result in significant further damage;
 - e) boarding a yacht without prior permission;
 - f) taking a yacht from its mooring without having paid the required damage deposit, or on race days, while “AP” is displayed ashore;
 - g) setting the backstay load above the 295 bar or 4300 psi at any time.
- 3.7 The use of any halyard or other mechanical means to pull the top of the mast forward.
- 3.8 The use of a dehumidifier or similar drying device.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 Upon acceptance of a charter yacht, the charterer shall review Form TC-01 and inspect the yacht for any interior or exterior damage. Items not identified on TC-01 shall be so noted by the charterer on TC-01. A signed TC-01 shall be submitted to the Technical Committee prior to the charter yacht leaving the mooring field.
- 4.2 Upon completion of the charter, the charterer shall complete and sign Form TC-05 and submit it to the Technical Committee representative, even if no damage or loss is recorded. Reports shall include any evidence of matters that could cause damage or disadvantage to the yacht.
- 4.3 At the end of each sailing day, each team shall:
- a) fold or roll, bag and place the sails as directed
 - b) leave the yacht in the same state of cleanliness as when first boarded that day.

- c) submit to the Sailing Office a completed Form TC-04, even if no damage has occurred or there is no evidence of matters that could have caused damage or disadvantage to the yacht. The Race Committee shall protest any yacht failing to submit Form TC-04. The penalty may be either place penalties or disqualification at the discretion of the Jury.
- 4.4 At the end of the final day, each team shall clean the yacht (cabin and decks), and remove all trash, tape and marks.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the mooring.
- 4.6 Infringement of items 4.2 and 4.3 of this Appendix will be considered as damage and the cost of rectification will be deducted from the damage deposit.

Technical Committee Forms

- FORM TC-01 Charter Acceptance Checklist
- FORM TC-02 Request for Rig Tune
- FORM TC-03 Gear Breakage
- FORM TC-04 Daily Damage Report
- FORM TC-05 Charter Completion Checklist
- FORM TC-06 Sail Damage Card

APPENDIX 4 – SCHEDULE

Saturday, September 9	0900-1100	Registration – Sailing Center
	1115-1145	North Sails and Safety Briefing (mandatory for helmsmen, tacticians and mainsail trimmers) Arcadia Room
	1200-1600	Swan 42s available for practice following registration and meeting
	1600-1800	Late Registration – Sailing Center
	1700-1800	Swan 42 Performance Symposium & Safety Briefing (<u>mandatory</u> for helmsmen, tacticians and mainsail trimmers) Arcadia Room
	1800	Owner’s Representative and Technical Committee Meeting (<u>mandatory</u> for the Owner’s Representative and a minimum of one additional representative per boat) – Arcadia Room
Sunday, September 10	0900-1100	Late Registration (if needed) - Sailing Center
	0900	Morning Competitor Meeting
	1100-1300	On the Water Coaching by North Sails
	1300-1500	Mandatory Practice Starts and Racing
	1600-2000	Hospitality Center - Lower Lawn
	1700-1800	Racing and Local Knowledge Seminar – Arcadia Room
	1800	Classification Protest Time limit
Monday, September 11	0900	Morning Competitor Meeting
	1300-1500	Mandatory Practice Starts and Racing
	1600-1800	Hospitality Center – Lower Lawn
	1730-1800	Meeting with Umpires (<u>mandatory</u> for helmsmen and tacticians) – Arcadia Room
	1800-1830	Captains Meeting (<u>mandatory</u> for helmsmen, tacticians, coaches, and spectator boat captains) – Arcadia Room
	1830-2000	Opening Ceremony & Reception hosted by Nautor’s Swan - Marquee (Jacket & Tie)
Tuesday, September 12	0830	Morning Competitor Meeting
	1100	Race Day 1 - First Warning Signal
	1600-1730	Hospitality Center – Lower Lawn
	1800-2100	Italian Food & Wine hosted by the Italian Trade Commission and Daily Awards - Marquee
Wednesday, September 13	0830	Morning Competitor Meeting
	1100	Race Day 2 - First Warning Signal
	1600-2000	Hospitality Center – Lower Lawn
	1800	Daily Awards at the Hospitality Center

APPENDIX 4 – SCHEDULE (con't)

Thursday, September 14	0830 1100 1600-1900 1800 1900-2200	Morning Competitor Meeting Race Day 3 - First Warning Signal Hospitality Center – Lower Lawn Daily Awards at the Hospitality Center NYYC Lobster Bake (<i>Smart Casual</i>)
Friday, September 15	0830 1100 1600-2000 1800 1830-1930	Morning Competitor Meeting Race Day 4 - First Warning Signal Hospitality Center – Lower Lawn Daily Awards at the Hospitality Center Commodore's Reception (<i>Jacket & Tie by invitation only</i>)
Saturday, September 16	0800 0900 1100 1800 1900-2300	Morning Competitor Meeting Parade of Nations – Newport Harbor Race Day 5 - First Warning Signal Awards Cocktails - Lower Lawn/Hospitality Center (<i>Jacket & Tie</i>) Awards Banquet - Marquee (<i>Jacket & Tie</i>)

MODIFIED ADDENDUM Q – UMPIRED FLEET RACING

This addendum has been approved by World Sailing in accordance with rule 86.2 and Regulation 28.1.3. It applies to all medal races and all pre-race or post-race activities related to them.

Version: June 12, 2017

Marginal marks indicate important changes from recent versions.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, and 70 ~~and B5~~.

Q1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions Q2, Q3, Q4, and Q5.

Q1.1 Changes to the Definitions and the Rules of Part 2 and Part 4

- (a) Add to the definition Proper Course: ‘A boat taking a penalty or maneuvering to take a penalty is not sailing a proper course.’
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

~~Instruction Q1.1(b) does not apply to boards.~~

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) The first sentence of rule 44.1 is replaced with: ‘A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while *racing*, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.’
- (b) Blank.
- (c) Rule 60.1 is replaced with ‘A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.’
- (d) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted. ~~Rule B5 is deleted.~~
- (e) Blank
- (f) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.
- (g) Rules P1 to P4 shall not apply.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire’s decision. ~~However, a board need not display a red flag.~~

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

Q2.3 At the finishing line, the race committee will inform the competitors about each boat’s finishing place or scoring abbreviation. After this has been done, the race committee will promptly display flag B with one sound. Flag B will be displayed for at least two minutes and then removed with one sound. If the race committee changes the scoring information provided at the finishing line while flag B is displayed, it will display flag L with one sound. Flag B will continue to be displayed for at least two minutes after any changes are made.

- Q2.4** A boat intending to
- (a) protest another boat under a rule other than instruction Q3.2 or rule 28, or a rule listed in instruction Q2.1,
 - (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
 - (c) request redress

shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instruction Q5.5. The protest committee may extend the time limit if there is good reason to do so.

- Q2.5** The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

- Q3.1** An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means ‘No penalty.’
- (b) A red flag with one long sound means ‘A penalty is imposed or remains outstanding.’ The umpire will hail or signal to identify each such boat.
- (c) A black flag with one long sound means ‘A boat is disqualified.’ The umpire will hail or signal to identify the boat disqualified.

- Q3.2**
- (a) A boat penalized under instruction Q3.1(b) shall take a One-Turn Penalty in accordance with rule 44.2.
 - (b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

- Q4.1** When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instruction Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signalled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

- Q4.2** The last sentence of rule 28.2 is changed to ‘She may correct any errors to comply with this rule, provided she has not rounded the next *mark* or *finished*.’ A boat that does not correct any such error shall be disqualified under instruction Q3.1(c).

- Q4.3** An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or rule 28 or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, he will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- Q5.1** No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

- Q5.2** A boat may not base an appeal on an alleged improper action, omission or decision of the umpires. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 66 the third sentence is changed to ‘A *party* to the hearing may not ask for a reopening.’

- Q5.3** (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- (d) If the protest committee penalizes a boat in accordance with instruction Q5.3 or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.
- Q5.4** The race committee will not protest a boat.
- Q5.5** The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or rule 28, a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.