



September 9-16, 2023  
Newport, Rhode Island

## **SAILING INSTRUCTIONS incorporating AMENDMENTS 1 & 2 (in red)**

The Organizing Authority (OA) is the New York Yacht Club Regatta Association, Inc. (NYYC RA). The regatta website can be found at: <https://nyyc.org/2023-rolex-nyyc-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 Appendix UF - Umpired Fleet Racing, New York Yacht Club Invitational Cup Edition, and posted on the NYYC Invitational Cup website.
- 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 Addendum C – Handling of Boats shall apply.
- 1.4 The IC37 Class Rules do not apply.
- 1.5 The minimum equipment required to be on board shall be as stated in NOR 1.4.
- 1.6 WS Sailor Categorization Code, Regulation 22 will apply. Information on how to apply can be found at [World Sailing - categorization](#). All crew members shall have a valid WS Sailor Categorization as a Group 1 competitor.
- 1.7 The Jury may impose suitable penalties, other than disqualification, for violations of the US Safety Equipment Requirements or other non-Part 2 rules. This changes RRS 64.2.
- 1.8 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.”
- 1.9 RRS 62.1 is changed by adding new section (e) that applies to yachts and equipment assigned as well as all provided sails:  
“(e) catastrophic physical damage not falling within RRS 62.1(b) that was due to defective supplied equipment and that a reasonably competent crew would not have been able to avoid or promptly repair.”
- 1.10 RRS 49 is changed to read:
  - 49.1 Crew shall use no device designed to position their bodies outboard, other than the lower lifeline as described in Rule 49.2.
  - 49.2 Lifelines, upper and lower, and rear gates shall meet the following tautness requirements. When a deflection force of 4kg (8.8lbs) or greater is applied to a lifeline at the midpoint of the longest span between supports that are aft of the mast, the upper lifeline shall not deflect more than 50mm at the lowest point. For the lower lifeline, the distance from the top of the lifeline to the closest point of the deck shall not be less than 121mm (4-3/4). Crew shall not position any part of their torsos outside the lifelines, except briefly to perform a necessary task. However, a competitor sitting facing outboard with his or her waist inside the lower lifeline may have the upper part of his or her body outside the upper lifeline. At all times while seated, competitors shall have their gluteus maximus muscles touching the deck. Lifelines shall be secured with a minimum of 3mm high-strength line making three complete loops before tying off.

## **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 western yardarm of 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 Addendum B, will be displayed at 0900 each morning of racing from the western yardarm of 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. Code flag “L” (Lima) will be flown to signify such posting.

## **5 SCHEDULE**

**5.1** The schedule is shown in SI Addendum D – Schedule.

**5.2** Twelve (12) races are planned. Up to four (4) races may be run on any day.

**5.3** 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 a boat to request redress. This changes RRS 62.1(a).

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

**7.3** Boats retiring from a race or for the day are required to inform the Race Committee on VHF Channel 72 or by calling (401) 845-9633.

## **8 IDENTIFICATION NUMBER**

Each boat shall be identified by the digit(s) that is her sail number and bow number.

## **9 ADVERTISING, SIGNAGE AND FLAGS**

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

**9.2** Boats shall fly the Rolex backstay flag provided at registration approximately 7’ (2 meters) above the deck.

**9.3** Boats shall fly the “battle flags” provided at registration whenever a headsail is not set while transiting to and from the race course. In addition, boats 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 boat, on the transom while team members are onboard the boat 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.

**9.5** Reefing Flags:

a) When the Race Committee flies code flag “R” (Romeo), all boats shall reef the mainsail until the “R” flag is lowered.

b) When the Race Committee flies code flag “J” (Juliet), all boats shall reef the jib until the “J” flag is lowered.

## 10 COURSES

- 10.1** The course will be a windward/leeward course with a windward offset mark.
- 10.2** A limit mark will be set 5-8 boat lengths to leeward of mark 1. The limit mark shall be left to port on both the upwind and the downwind legs. However, in Course 3 and Course 5, the limit mark may be passed on either side on the final upwind leg approaching the finish line. The location of the limit mark or the failure of the Race Committee to set the limit mark shall not be grounds for a boat to request redress. This changes RRS 62.1(a). Course options include Course "W" and Course "T" and are diagrammed in SI Addendum A - Courses.
- 10.3** No later than the warning signal, the Race Committee will display on a board the course to be sailed, the approximate compass bearing and the distance to the windward mark.
- 10.4 Course Configuration:**
- a) If course "W" is used, it will be displayed next to a number indicating the number of LEGS to be sailed. 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 "T", the leeward mark will be set approximately 0.5 NM to leeward of the starting/finishing line
  - d) In Course "T", except when starting or finishing, the starting/finishing line has no restrictions or requirements.
  - e) Gate: It is the intention of the Race Committee to use a gate at the end of leeward legs.
  - f) Marks, including the windward offset marks, shall be rounded in order and left to port, except that when a gate is used, boats shall pass between the gate marks from the direction of the course from the previous mark. In the event one of the gate marks is missing, the single remaining mark shall be rounded 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 1, 1A, 2S/2P, as shown in SI Addendum A, will be yellow inflatable buoys.
- 11.2** The starting mark will be either an anchored Race Committee vessel displaying a yellow and green flag or a green inflatable tetrahedron buoy.
- 11.3** The finishing mark will be a green inflatable tetrahedron buoy.
- 11.4** New marks 1 and 1A, as provided in SI 14, will be orange inflatable tetrahedron buoys.
- 11.5** During a change of course, as provided in SI 14, the gate marks 2S/2P will remain yellow inflatable buoys.
- 11.6** The limit mark will be a pink inflatable tetrahedron buoy. During a change of course, as provided in SI 14, the limit mark will remain pink.

## 12 THE START

- 12.1** The starting line will be between a staff displaying a yellow and green flag on the Race Committee Signal vessel and either a staff displaying a yellow and green flag on the port-end Race Committee vessel or the course side of the starting mark.
- 12.2** A boat starting later than five (5) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

## 13 INDIVIDUAL RECALLS

The Race Committee will attempt to notify OCS boats via radio on VHF Channel 72 and/or digitally via the Velocitek unit. The timing of such notification, the sequence of the notifications or the failure to make, or for the competitor to hear or see such a notification shall not be grounds for a boat to request redress. This changes RRS 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 (5) 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 RRS 33, the Race Committee will attempt to announce any course change on VHF Channel 72. Failure to make or for the boat to hear such an announcement shall not be grounds for a boat to request redress. This changes RRS 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** The same Race Committee Boat may or may not start and finish each race.
- 16 ON THE WATER UMPIRING**  
On the water umpiring will be used in accordance with Appendix UF.
- 17 ON THE WATER PROTESTS AND PENALTIES**  
Voluntary and umpire-imposed penalties for breaches of rules of Part 2, rules 31 and 42, **SI Addendum C4**, and other rules are described in Appendix UF rules UF2 and UF3.
- 18 REVOKE OF INVITATION**  
Participation in the regatta is by invitation. When the jury finds that a boat or team's competitor or support person has broken one or more rules in an incident afloat or ashore where there was either: 1) serious damage caused by reckless sailing or poor seamanship; 2) poor sportsmanship; or 3) misconduct as described in RRS 69.1(b), it shall make a report to the OA who may revoke that team's invitation and excuse the team from the regatta. The OA may also decide to take such action for this kind of conduct without such a report.
- 19 TIME LIMIT**
- 19.1** The time limit for the first boat to sail the course and finish is two and a half (2.5) hours. If no boat has passed the first mark within 45 minutes, the race shall be abandoned.
- 19.2** Boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored as described in SI 21.3 without a hearing. This changes RRS 35, A4 and A5.
- 20 PROTESTS AND REQUESTS FOR REDRESS**
- 20.1** Red flags will be provided by the OA to each boat to be displayed when protesting another boat in accordance with UF3.1.
- 20.2** Other Protests and Requests for Reopening or Redress will be made in accordance with UF4.
- 20.3** Protests and requests for reopening or redress need not be in writing, but Hearing Request forms will be available from the Sailing Office in the NYYC Sailing Center should a boat 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 vessel 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 boats who are parties to a hearing shall remain on call in the vicinity of the Jury Room.
- 20.6** When video evidence is to be presented at a hearing, the party presenting the evidence shall arrange the necessary equipment and provide an operator, preferably the person who made the recording. Data from any tracking system not supplied by the OA, 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 29.1, SI Addendum C4, will not be grounds for a protest by a boat.
- 20.8** When the Jury finds that a boat that is a party to a protest hearing has broken a rule, and as a result has caused catastrophic damage to the other boat involved in the incident (defined as a boat being unable to race the following day), in addition to other penalties, the OA may require that the team at fault give their boat to the team with the damaged boat as a replacement until the damaged boat has been fully repaired.

## 21 SCORING

- 21.1 A boat's series score will be the total of all her race scores. No score will be excluded. This changes rule A2.
- 21.2 One race is required to be completed to constitute a series.
- 21.3 Boats 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 boats that have sailed the course and finished within the time limit, plus two, but shall not receive a score worse than the number of boats entered plus one. This changes RRS A4 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 OA or Jury. Except as may be permitted by the OA or 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 Addendum C - Handling of Boats.

## 23 EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the notice of race and sailing instructions. On the water, a boat 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 VESSELS AND SUPPORT PERSONS

- 24.1 Other than cheering, individual support or coach vessels 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 boat from the time the boat leaves the dock or mooring each day until the boat has finished the final race of the day, except with the specific permission of the OA or Jury.
- 24.2 Support and spectator vessels shall not approach closer than 100 meters to any vessel that is racing. In addition, a support vessel shall stay at least 100 meters outside any layline and shall not be located directly above any windward marks or the finishing line. If in the starting area, support vessels shall leave the racing and starting areas prior to the warning signal and **shall** station themselves outside of the starboard end of, **or below**, the starting line, but no closer than 150 meters to the race committee signal vessel. **No support boats should be to port of the starting line.**
- 24.3 Individual support or coach vessels 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 The use of drones by support persons, spectators or competitors is prohibited.

## 25 HAUL-OUT AND BOTTOM CLEANING RESTRICTIONS

Boats shall not be hauled without specific permission from the OA. The OA will provide bottom cleaning for all boats. Competitors shall not clean, sand or fair the bottom or foils of their boat, 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.
- 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.
- 26.6 Participation awards will be presented to each team.

26.7 Additional prizes may be awarded at the discretion of the OA.

**27 DISCLAIMER OF LIABILITY AND MEDIA WAIVER**

27.1 Liability & Media Waivers: All competitors shall sign the online Liability and Media Waiver available on the NYYC Invitational Cup website and submit it no later than registration.

27.2 Competitors participate in this regatta entirely at their own risk. See RRS 3, 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 AND DAMAGE DEPOSIT**

Each Yacht Club or Sailing Organization shall meet the damage deposit requirement in NOR 5.5.

**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 shall 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 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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Robbie Benjamin, Event Chair  
Benjamin E. Kinney, Chair Sailing Committee

**TECHNICAL COMMITTEE**

Aubie Van Beuren  
Shaun Kilbride

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Lynne Beal, IJ (CAN), Chief Judge  
Steven Wolff, IU (USA), Chief Umpire  
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Elliot Levy (VEN)  
Lori Lowe (BAH)  
Rick Myers (USA)  
Christina Ortendahl (SWE)  
Peter Wilson (USA)

**RACE COMMITTEE**

Lynn Lynch, Principal Race Officer  
Forrest Williams, Deputy Race Officer  
James Bailey  
Tim Dolman  
Tom Duggan  
David Elwell  
Ingrid Flynn  
Thomas Flynn  
Charles Goodrich  
Daniel Gordillo  
Richard Gumpert  
Katrina Hele  
Joey Moffitt  
Pamela Murrin  
Patricia Ann O'Donnell  
Ellyn Osmond  
Ellen Pesch  
John Vincze

**ADDENDUM A – COURSES**

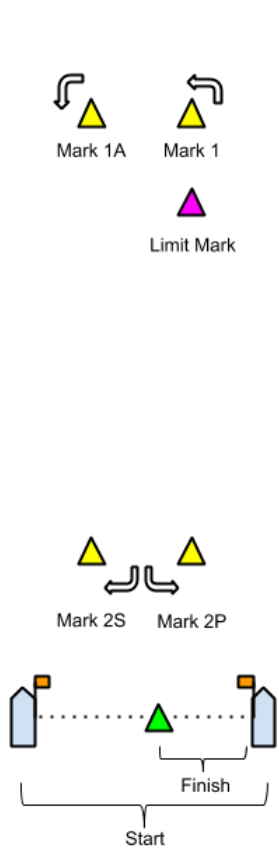
**Course “W”**

- W3** Start–1–1A–2S/2P–Finish (upwind)
- W4** Start–1–1A–2S/2P–1–1A–Finish (downwind)
- W5** Start–1–1A–2S/2P–1–1A–2S/2P–Finish (upwind)
- W6** Start–1–1A–2S/2P–1–1A–2S/2P–1–1A–Finish (downwind)

**Course “T”**

- T** Start–1–1A–2S/2P–1–1A–2S/2P–Finish

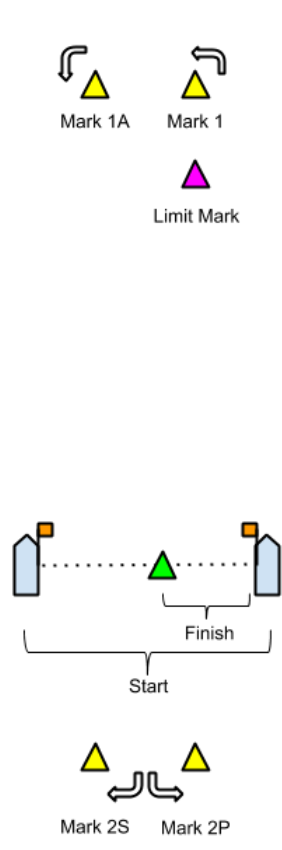
**COURSE W - Even # Legs**



**COURSE W - Odd # Legs**



**COURSE T**





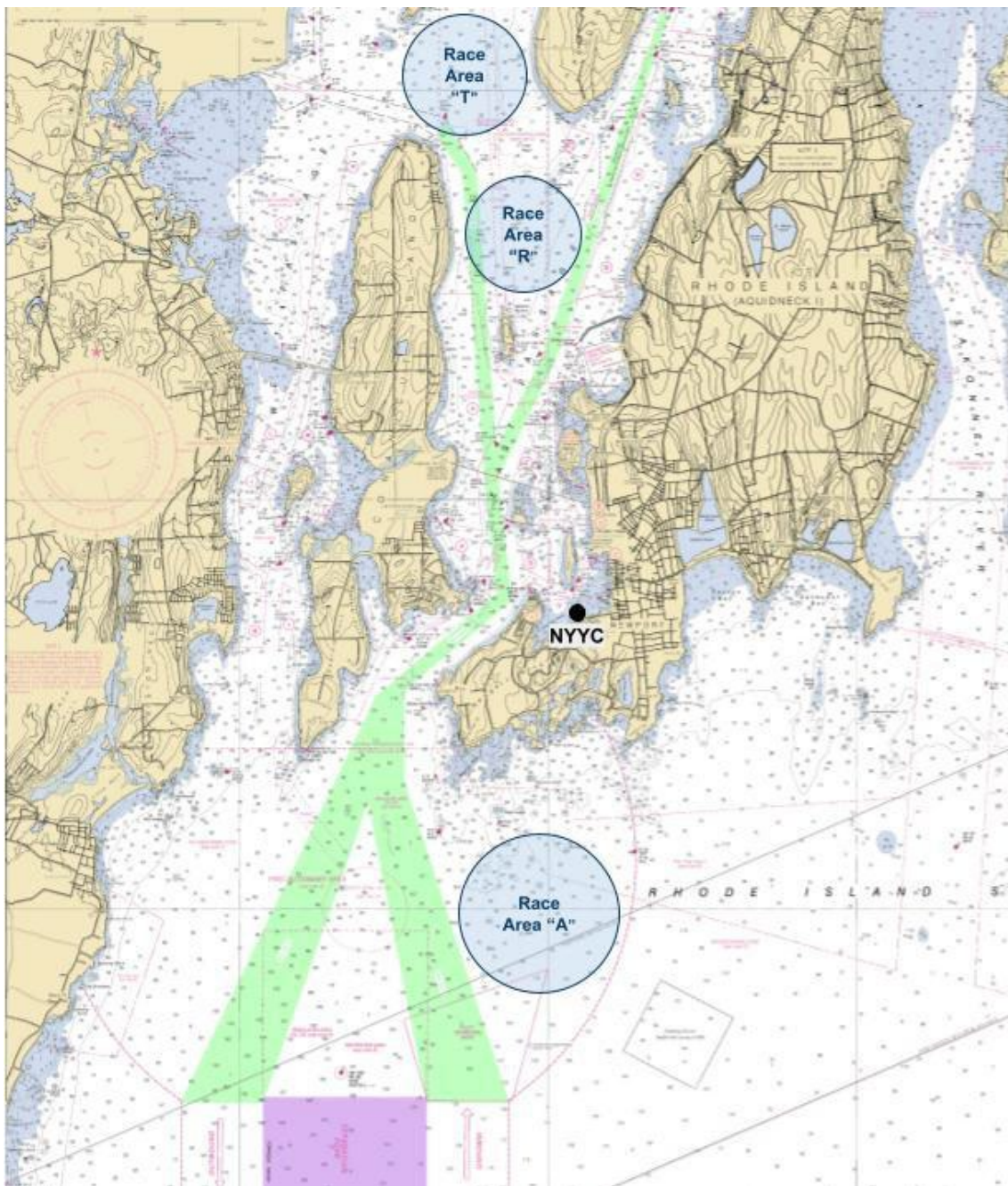
## ADDENDUM B – RENDEZVOUS LOCATIONS

### **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
- Area “T” – in the vicinity of just north of Prudence Island



## **ADDENDUM C – HANDLING OF BOATS**

### **1 BOATS**

- 1.1 All boats shall be provided by the Organizing Authority.
- 1.2 Each boat shall be kept on the mooring assigned by the Organizing Authority unless otherwise directed.
- 1.3 All boats shall be standardized by the Technical Committee of the Organizing Authority to ensure as level a playing field as possible (see Form TC-01 – IC37 Checklist). Standardized settings include, but are not limited to, headstay length, mast base plate position, rig tune and fuel tank level. Boats 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 Competitors wishing to change any standardized rig tune setting shall request the change be made by the Technical Committee by submitting their request via Form TC-02 – Rig Tune Inspection/Adjustment Request. 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.
- 1.5 While all reasonable steps will have been taken to equalize the boats, variations will not be grounds for a boat to request redress. This changes RRS 62.1(a).
- 1.6 Boats are provided for use in proper operation and competitive condition. Deficiencies noted by the team using the boat shall be brought to the attention of the Technical Committee during the delivery period (September 9-10).
- 1.7 After the delivery, the boat's condition shall be the sole responsibility of the team using the boat. 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 team either by credit card or deducted from the original damage deposit (see Form TC-03 – Daily Damage Report).
- 1.8 The sail inventory provided by the OA shall be the only sails permitted on the boats at any time. No other sails shall be used during practice or racing.
- 1.9 All gear and equipment provided with the boat shall remain onboard and remain stored in the location found unless actively in use.
- 1.10 While in the race course area, a boat 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 (looking upwind) 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 a boat to request redress. This changes RRS 62.1(a).

### **2 PERMITTED EQUIPMENT AND ACTIONS**

- 2.1 Taking on board the following equipment:
  - a) basic hand tools. (Note that the Supplied Equipment includes a basic tool kit.)
  - b) adhesive tape or Velcro tape but not duct tape
  - c) line (elastic or otherwise of 4 mm diameter or less)
  - d) pencils and non-permanent marking pens
  - e) tell-tale material
  - f) watch, timers, handheld compass, handheld electronic wind instrument and Velocitek ProStart (or similar ~~IC37 Class Rules approved~~ unit)
  - g) handheld VHF
  - h) soft-shackles, cotter pins/ring dings and clevis pins
  - i) a bosun's chair
  - j) signal flags
  - k) self-adhesive sail repair tape/material
  - l) lifeline padding no greater than 1.4m in length to install directly behind the helm and main trimmer positions.
- 2.2 Using the items in SI C2.1 to:
  - a) attach tell tales
  - b) prevent fouling of lines, sails and sheets, or securing the spinnaker halyard
  - c) prevent sails being damaged or falling overboard

- d) mark control settings
  - e) make minor repairs and permitted adjustments
  - f) make signals as per the event sailing instructions
  - g) go aloft only to inspect the mast or rigging, or to make a necessary on-the-water repair while racing.
- 2.4 The use of competitor-provided electronic devices that provide tactical or strategic information, such as phone/tablet applications, Velocitek or other such devices, 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 NOR Addendum C or SI C.2 is prohibited.
- 3.2 Electronic devices with wireless data capability may be used when not racing, but shall not be used to obtain any information not freely or commercially available to all competitors or personalized in any fashion.
- 3.3 Taking supplied equipment off the boat 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 boat in a manner that it is reasonable to predict would result in significant further damage;
  - e) boarding a boat without prior permission;
  - f) taking a boat from its mooring without having paid the required damage deposit, or on race days, while “AP” is displayed ashore;
  - g) adjusting the tune of the rig in any way other than by use of the OA-supplied mast base shims, including, but not limited to:
    - moving the position of the mast base plate.
    - adjusting the headstay turnbuckle.
    - adjusting the mast shroud (Vs or Ds) turnbuckles.
    - moving or adjusting the mast chocks at the partners.
    - adjusting the spacers on the boom gooseneck.
    - adding any shims at the mast base other than the OA-supplied mast base shims.
    - using more than the maximum (40mm) amount of the OA-supplied mast base shims.
    - using less than the minimum (22mm) amount of the OA-supplied mast base shims.
    - exceeding the prescribed maximum mast jack pressure (5200psi) when adding or removing mast base shims.
- 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 BOAT HANDLING

- 4.1 Sheeting:
- a) Cross sheeting the headsail is prohibited. Except during the process of changing sheets, the jib shall be trimmed using only the primary winch on the side on which the jib is set.
  - b) The jib shall be trimmed through the standard lead rings and blocks and shall not be set up to trim through an outboard lead of any kind.
  - c) The spinnaker may be cross sheeted from the cheek block to the winch on the opposite side of the boat.
- 4.2 Bowsprit:
- a) The bowsprit shall be fully retracted when not in the process of setting, flying or taking down a spinnaker. In the fully retracted position, the outermost end of the bowsprit shall not extend more than 800mm beyond the forward most part of the bow stem and the white inner limit ring is fully seated against the bowsprit housing.

- b) Approaching a windward mark without the spinnaker set, the bowsprit shall not be extended until the bow of the boat has passed the mark. At the first reasonable opportunity after taking down the spinnaker, the bowsprit shall be fully retracted.
  - c) If for a wind shift, or any other reason, the spinnaker is flown on a “windward” leg, then the bowsprit shall be fully extended and the spinnaker set before the boat reaches the zone at a mark.
  - d) When the bowsprit is extended, the boat shall be in the process of a continuous hoist, or flying or dropping the spinnaker. While setting the spinnaker, crews are allowed to pause the hoist while on the leg between a windward mark and an offset mark. When fully extended, the outermost end of the bowsprit shall not extend more than 2326mm beyond the forward most part of the bow stem.
- 4.3 When tacking, or gybing, standing up and hanging or pushing/leaning on the shrouds or mast by a crewmember to promote the maneuver shall be prohibited.
- 4.4 Sailing “wing on wing”, with main and spinnaker shall only be allowed for brief periods, up to one minute in length and not repeatedly or in succession. Sailing “wing on wing” with the main and jib is unrestricted.
- 4.5 **Mast shims shall not be adjusted while racing.**

## 5 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 5.1 Upon delivery of the boat, the team shall complete the online IC37 Checklist with a NYYC Staff member and inspect the boat for any interior or exterior damage. Items not identified in the checklist shall be noted on this online form during delivery. A signed IC37 Checklist must be submitted to the Technical Committee prior to the boat leaving the mooring field.
- 5.2 Upon completion of the event, the team shall complete the return portion of the online IC37 Checklist with a NYYC Staff member even if no damage or loss is recorded. Reports shall include any evidence of matters that could cause damage or disadvantage to the boat.
- 5.3 At the end of each sailing day, each team shall:
- a) flake the main on the boom and cover with the mainsail cover; bag the jib and spinnaker and stow below
  - b) leave the boat in the same state of cleanliness as when first boarded that day
  - c) ensure that the valve on the mast jack pump is open
  - d) ease backstay tension to a medium setting
  - e) attach the main halyard to the end of the boom to use as a topping lift and adjust along with vang and mainsheet tensions to minimize boom movement
  - f) secure all halyards to prevent slapping.
  - g) Secure the tiller on centerline
  - h) submit a completed Form TC-03 – Daily Damage report, even if no damage has occurred or there is no evidence of matters that could have caused damage or disadvantage to the boat. The Race Committee shall protest any boat failing to submit Form TC-03. The penalty may be either place penalties or disqualification at the discretion of the Jury.
- 5.4 At the end of the final day, each team shall clean the boat (cabin and decks), and remove all trash, tape, adhesive residue and marks.
- 5.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the mooring.
- 5.6 Leech flake the mainsail and jib (leave battens in the sails) and put them in their respective sailbags and bag the spinnaker. Deliver the sails and mainsail cover to the collection area described in the morning briefing.
- 5.7 Infringement of items 5.2 and 5.3 of this Addendum will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- 5.8 Competitors are required to correctly install any OA provided electronic equipment including, but not limited to, the Velocitek unit, which shall be mounted in the existing bracket on the mast; the tracking device; and any video or photography equipment.

### Technical Committee Online Forms – Applicable links will be distributed at registration

- FORM TC-01 IC37 Checklist - Delivery and Return to be completed with NYYC Staff Member  
 FORM TC-02 Rig Tune Inspection/Adjustment Request  
 FORM TC-03 Daily Damage Report

## ADDENDUM D – SCHEDULE

Saturday, September 9	0900-1100 0900-1200 1200-1600 1600-1800	Registration – Sailing Center IC37 check-out following registration IC37s available for practice following check out Late Registration – Sailing Center
Sunday, September 10	0900-1000 0900-1000  1200-1500 1600-1730  1800	Late Registration (if needed) – Sailing Center <b>IC37 Protocol, Safety &amp; North Sails Briefing – Arcadia Room</b> (mandatory for Helmsmen, Tacticians and Mainsail Trimmers) <b>Mandatory Practice Starts and Racing</b> <b>North Sails Practice Day Video    Weather &amp; Local Knowledge Arcadia Room</b> (mandatory for Helmsmen, Tacticians and Mainsail Trimmers) Categorization Protest Time Limit
Monday, September 11	0900 1200-1500 1600-1800 1730-1800  1800-1830  1830-2000	IC37s available for practice <b>Mandatory Practice Starts and Racing</b> Hospitality Center – Lower Lawn <b>Meeting with Umpires – Arcadia Room</b> (mandatory for Helmsmen and Tacticians) <b>Captains Meeting – Arcadia Room</b> (mandatory for Helmsmen, Tacticians, coaches and spectator boat captains) Opening Ceremony & Reception ( <i>Jacket &amp; Tie</i> )
Tuesday, September 12	0830 1100 1600-2000	Morning Competitor Meeting Race Day 1 – First Warning Signal Hospitality Center + Defender’s Night – Lower Lawn
Wednesday, September 13	0830 1100 1600-2000 1800	Morning Competitor Meeting Race Day 2 – First Warning Signal Hospitality Center – Lower Lawn Daily Awards at the Hospitality Center
Thursday, September 14	0830 1100 1600-1830 1830-2130	Morning Competitor Meeting Race Day 3 – First Warning Signal Hospitality Center – Lower Lawn NYYC Lobster Bake and Daily Awards - Marquee ( <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 &amp; 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 Banquet Cocktails – Hospitality Center ( <i>Jacket &amp; Tie</i> ) Rolex Awards Banquet – Marquee ( <i>Jacket &amp; Tie</i> )