



September 11-18, 2021



New York Yacht Club
Harbour Court, Newport RI



SCHEDULE



2021 Rolex NYYC Invitational Cup

SCHEDULE OF EVENTS

PRELIMINARY SCHEDULE OF EVENTS

Saturday, September 11	0900-1100	Registration – Sailing Center
	0900-1200	IC37 check-out following registration
	1200-1600	IC37s available for practice following check out
	1600-1800	Late Registration – Sailing Center
Sunday, September 12	0900-1000	Late Registration (if needed) – Sailing Center
	0900-1000	IC37 Protocol, Safety & Sail Briefing – Arcadia Room (mandatory for Helmsmen, Tacticians and mainsail trimmers)
	1200-1500	Mandatory Practice Starts and Racing
	1600-1730	Practice Day Video Weather & Local Knowledge – Arcadia Room (mandatory for Helmsmen, Tacticians and mainsail trimmers)
	1800	Classification Protest Time Limit
Monday, September 13	0900	IC37s available for practice
	1200-1500	Mandatory Practice Starts and Racing
	1600-1800	Hospitality Center – Lower Lawn
	1730-1800	Meeting with Umpires – Arcadia Room (mandatory for Helmsmen and Tacticians)
	1800-1830	Captains Meeting – Arcadia Room (mandatory for Helmsmen, Tacticians, coaches and spectator boat captains)
	1830-2000	Opening Ceremony & Reception – Marquee (<i>Jacket & Tie</i>)
Tuesday, September 14	0830	Morning Competitor Meeting
	1100	Race Day 1 – First Warning Signal
	1600-1800	Hospitality Center – Lower Lawn
	1800-1930	Reception Sailing Museum
Wednesday, September 15	0830	Morning Competitor Meeting
	1100	Race Day 2 – First Warning Signal
	1600-2000	Hospitality Center – Lower Lawn
	1800	Daily Awards at the Hospitality Center
Thursday, September 16	0830	Morning Competitor Meeting
	1100	Race Day 3 – First Warning Signal
	1600-1830	Hospitality Center – Lower Lawn

	1830-2130	NYYC Lobster Bake and Daily Awards - Marquee (<i>Smart Casual</i>)
Friday, September 17	0830	Morning Competitor Meeting
	1100	Race Day 4 – First Warning Signal
	1600-2000	Hospitality Center – Lower Lawn
	1800	Daily Awards at the Hospitality Center
	1830-1930	Commodore’s Reception (<i>Jacket & Tie, by invitation only</i>)
Saturday, September 18	0800	Morning Competitor Meeting
	0900	Parade of Nations – Newport Harbor
	1100	Race Day 5 – First Warning Signal
	1800	Awards Banquet Cocktails – Hospitality Center (<i>Jacket & Tie</i>)
	1900-2300	Rolex Awards Banquet – Marquee (<i>Jacket & Tie</i>)



RACE DOCUMENTS



September 11-18, 2021
Newport, Rhode Island

NOTICE OF RACE incorporating AMENDMENTS 1-5 (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/2021-rolex-nyyc-invitational-cup>.

GENERAL FORMAT

The Rolex New York Yacht Club Invitational Cup is a fleet racing regatta held in IC37 boats. The regatta is hosted by the New York Yacht Club (NYYC) in Newport, Rhode Island, in alternate years and was first held in 2009. Specific eligibility requirements are described in paragraph 4.

All instances of the term “Classification in reference to WS Regulation 22 are updated to “Categorization”.

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 Notice of Race Addendum A shall apply and will be posted on the regatta website.
- 1.3 The Melges IC37 Class Rules do not apply **except for IMIC37 CR C.11**.
- 1.4 **Minimum Equipment:** The minimum equipment required to be on board shall include:
 - Those items posted as Notice of Race Addendum C, Required Equipment and Modifications, on the NYYC Invitational Cup website;
 - Safety equipment as described in the US Nearshore section of the 2021 US Safety Equipment Requirements (USSER) and posted on the regatta website as Notice of Race Addendum D;
 - Corrector weights (if any) as listed on the yacht’s One Design Certificate;
 - Anchor, chain and rode, all ready for immediate use, with a combined minimum weight of 16 kg;
 - Other specific items that may be designated by the Organizing Authority.
- 1.6 **Permitted Equipment:** Sailing Instruction Addendum C, Handling of Boats, will include lists of permitted and prohibited equipment and actions. 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.
- 1.7 WS Sailor Classification Code, Regulation 22 will apply. Information on how to apply can be found at <https://members.sailing.org/classification/>. All crew members shall have a valid WS Sailor Classification as a Group 1 competitor.
- 1.8 On the water umpiring will be used as detailed in Sailing Instruction Addendum **UF**, Umpired Fleet Racing Rules. Event **umpire** calls may be issued.

- 1.9 In addition to penalties that may be imposed by the Jury or the Umpires, the Sailing Instructions and charter agreement will contain language that permits the OA to revoke the charter of any Team that, in the opinion of the OA **based on a Jury decision**, the Race Committee or the Jury, is handling their yacht in an unsafe or dangerous manner.
- 1.10 New York Yacht Club, NYYC, the New York Yacht Club Regatta Association, Inc., the Club Burgee and other logos and marks are trademarks and Registered Trademarks in the United States and other countries. All Rights Reserved. All trademarks of the New York Yacht Club including the Burgee, Name, the Rolex New York Yacht Club Invitational Cup logos and marks, and event images may not be used by any club or individual without the permission of the New York Yacht Club.
- 1.11 Banding of the spinnakers may only be done using the bands that are part of the provided spinnaker. No other banding is permitted. See RRS 47. Competitors are also reminded that the dumping of rubbish is prohibited by law. Attention is also drawn to the WS Code of Environmentally Friendly Behavior. (www.sailing.org/about/environment/index.php).
- 1.12 RRS 41 is changed by adding:
(e) help **from an official vessel** 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.
- 1.13 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.

2 INVITATIONS, YACHTS, SAILS AND WIND RESTRICTIONS

- 2.1 Teams (Yacht Clubs or other Sailing Organizations) will be invited to sail an IC37 that is provided by the Organizing Authority. All boats shall be chartered from the Organizing Authority.
- 2.2 The charter period and all fees are described in NOR 5. The charter fee shall be paid to the Organizing Authority.
- 2.3 Sails for the Rolex New York Yacht Club Invitational Cup to be used during the charter period shall be provided by the Organizing Authority. The sails will include a mainsail, jib and spinnaker. Other sails, including any sails provided by the OA, shall not be used unless advised by the Organizing Authority.
- 2.4 Upper wind limits will apply due to the charter nature of the regatta. The Race Committee will not start a race in sustained wind velocity greater than 22 knots and may abandon a race in sustained wind velocity greater than **25** knots.
- 2.7 All yachts shall be kept in the dockage or on the mooring assigned by the Organizing Authority beginning no later than 1800 on Saturday, September 11, through Sunday, September 19, unless specific exemption has been granted by the OA.
- 2.8 All yachts shall be standardized by the Organizing Authority to ensure as level a playing field as possible. Specific permitted and restricted actions will be included in Sailing Instruction Addendum C, Handling of Boats. This includes, but is not limited to, the following provisions:
- a) Rigs will be tuned equally and preset by the OA before the regatta to match the provided sails. Standing rigging shall not be adjusted by the competitors.
 - b) Forestay length shall be preset by the OA and shall not be adjusted by the competitors.
 - c) The OA may adjust the rig tune, mast jack tension and/or forestay length of the entire fleet to match anticipated conditions.
 - d) Competitors wishing to change any rig tuning adjustments shall submit a request to the OA in writing that the change be made by the OA. Requests on the water may be made by VHF, but a written report of the request shall be submitted immediately after coming ashore. The OA has final authority in deciding whether an adjustment will be made.
 - e) 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.
 - f) Yachts shall not be hauled from September 10-19 without specific permission from the OA and/or the Jury.
 - g) Minimum fuel tank levels will be promulgated by the OA. The OA will equalize the fuel tanks on all yachts prior to racing and may inspect the levels during the event.

3 ADVERTISING

- 3.1 WS Advertising Code, Regulation 20, will apply. Advertising on the supplied equipment is available to the OA in accordance with WS Regulation 20.4.2.
- 3.2 Competitors are permitted to place advertising of their own choice on each side of the hull, so as not to interfere with any event advertising, from amidships (50% LOA) aft with the total area of the graphics on each side to be contained within a contiguous area no larger than one square metre. Competitors shall provide their own graphics and shall remove them at the completion of the event. Competitors are requested to respect the brand exclusivity of the Official Sponsors of this event. All graphics shall be approved by the OA.
- 3.3 While racing, yachts shall display flags as described in the Sailing Instructions for each day of racing as provided by the OA. Other flags may be provided by the OA and shall be displayed as described in the Sailing Instructions. The OA may display graphics on the hull, spars and sails at its discretion.
- 3.4 While on the moorings and transiting to and from the race course, competitors shall display the event "battle flags" provided at registration whenever a headsail is not set. Competitors may also display flags bearing private marks signifying their team or their Club by flying them below the event "battle flag"; however, except as permitted in NOR 3.2, competitors shall not display flags or other signage bearing commercial branding.

4 ELIGIBILITY AND ENTRY

- 4.1 Entry to the regatta is by invitation only.
- 4.2 **Acceptance and Entry Deposit:** Acceptance of the invitation and entry into the regatta shall be made by submitting the Acceptance and Entry Form found on the NYYC Invitational Cup website no later than August 15, 2020 (unless extended by the OA), together with the ~~non-refundable~~ entry deposit of US\$5,000.
- 4.3 **Resolute Cup Qualifiers:** In lieu of the opportunity for US Teams to qualify through the 2020 Resolute Cup which has been canceled, interested US Teams shall submit a Request for Invitation which can be found on the event webpage. Details on the entry and payment deadlines will be included in the official invitation when issued.
- 4.4 **Entry Fee Balance:** The US\$20,000 ~~non-refundable~~ balance of the entry fee must be submitted to the New York Yacht Club no later than December 1, 2020.
- 4.5 **Helmsperson and Tactician:** A comprehensive sailing resume for the Helmsman and Tactician shall be submitted no later than May 1, 2021. The OA reserves the right to approve the Helmsman and Tactician or declare either ineligible. The OA will endeavor to give its approval/denial within two weeks of submission. Early submission is encouraged.
- 4.6 **Crew List:** Not later than the Crew Deadline of July 25, 2021, the Crew List shall be submitted to the New York Yacht Club and shall include information for each competitor regarding Club membership, nationality and sailor classification. Registration for the event will not be complete until all information has been received, checked and verified.
- a) Crew lists will be posted on the event website as soon as practicable after receipt as well on the official notice board during the event.
 - b) A Team may designate a co-helmsman. Only one helmsman may use the allocated weight described in NOR 4.10(a).
- 4.7 **Team Composition:** Teams shall consist of eligible crew members as follows:
- a) The total number of crew permitted shall comply with the following:
 - i) Eight (8) or more total crew, shall have a minimum of two (2) crew members of the opposite gender.
 - ii) Seven (7) total crew, shall have a minimum of one (1) crew member of the opposite gender.
 - b) The crew sailing on the yacht shall comply with the requirements of NOR 4.8, 4.9, 4.10, and 4.11 at all times unless specifically waived by the Jury.
 - c) Each Team shall sail with the same number of crew members each day except with the permission of the Jury.
 - d) Crew may not be changed between races on a given day except with the permission of the Jury.

- 4.8 Yacht Club Membership:** The Helmsperson and Tactician, and all but one member of the remaining crew, shall have been year-round full members of the Invited Yacht Club, Sailing Organization or Team as of June 1, 2020. Up to two spouses of members and/or member's children under the age of 25 on the first day of racing are also eligible to count as members. Exceptions may be granted upon written application to the OA.
- 4.9 Nationality:** All but two of the crew shall hold a passport for the country of the Invited Team's primary location. In special circumstances, an exception may be granted upon application to the Organizing Authority. Passports (or photocopies of the data page) for all crew shall be available at registration.
- 4.10 WS Classification:** WS Sailor Classification Code, Regulation 22, will apply. A World Sailing representative may be present during the event and may carry out spot checks regarding sailor classification. Attention is drawn to WS Regulations 22.5.1 to 22.5.6.
- a) All crew members shall have a valid WS Sailor Classification as a Group 1 competitor. No member of the crew may be classified Group 3. All unclassified sailors shall be deemed to be Group 3 and ineligible to sail.
 - b) The Classification Protest time limit is 1800 Sunday, September 12, 2021. At its discretion, this time limit may be extended by the Jury if the Crew List has been changed after the Crew Deadline on July 25, 2021.
- 4.11 Weight limit:** Crew weigh-ins will be conducted at registration and calculated in kilograms. The total crew weight shall not exceed 686 kg. The helmsperson may elect to weigh-in or shall be allocated a weight of 89 kg for a male or 76 kg for a female. There will be no random weigh-ins during the regatta.
- 4.12 Crew Substitution:** Prior to 1800 on September 12, 2021, a substitution to the submitted Crew List may only be made with the permission of the Organizing Authority. After that time, a substitution may only be made with permission of the Jury.
- 4.13 Check-in:** All Teams shall register during the registration times on Saturday, September 11, 2021. Registration will take place in the NYYC Sailing Center at Harbour Court in Newport, RI. All teams shall be registered and have taken possession of their yacht no later than 1800 on Saturday, September 11, 2021, unless specifically excused by the OA.
- 5 FEES**
- 5.1 Entry Fee:** The entry fee is US\$25,000 and shall be paid in accordance with NOR 4.2, 4.3 and 4.4. The entry fee will include use of a yacht, use of sails, and social tickets as described in NOR 5.2.
- 5.2 Social Tickets:** The entry fee includes eight tickets to the Opening Reception, NYYC Lobster Bake and the Final Awards Banquet. A team with more than eight crew members sailing at the same time will be allotted extra tickets. Additional tickets will be available for purchase.
- 5.3 Damage Deposit:** All Teams shall provide a damage deposit of US\$10,000 no later than August 1, 2021, via a check payable to "New York Yacht Club Regatta Association, Inc." or cash or a wire transfer. The deposit is a per-incident maximum and will have to be replenished after each incident. Any portion of the damage deposit that is not used shall be returned via check or wire transfer when all damage claims are settled.
- 5.4 Wiring Fees:** Any wiring costs are the responsibility of the Team. Wiring information will be provided upon request.
- 5.5** In the event a team is no longer able to attend due to COVID-19 travel restrictions, all fees listed in NOR 4.2 and NOR 4.4 are refundable until May 31, 2021. After this date, these fees or some portion thereof may be refunded on a case by case basis at the discretion the OA.

6 PRELIMINARY SCHEDULE OF EVENTS

6.1 IC37s will be available for optional practice to any interested teams on Wednesday-Friday, September 8-10 at no additional cost.

6.2	Saturday, September 11	0900-1100	Registration – Sailing Center
		0900-1200	IC37 check-out following registration
		1200-1600	IC37s available for practice following check out
		1600-1800	Late Registration – Sailing Center
	Sunday, September 12	0900-1000	Late Registration (if needed) – Sailing Center
		0900-1000	IC37 Protocol, Safety & Sail Briefing – Arcadia Room (mandatory for Helmsmen, Tacticians and mainsail trimmers)
		1200-1500	Mandatory Practice Starts and Racing
		1600-1730	Practice Day Video Weather & Local Knowledge – Arcadia Room (mandatory for Helmsmen, Tacticians and mainsail trimmers)
	Monday, September 13	1800	Classification Protest Time Limit
		0900	IC37s available for practice
		1200-1500	Mandatory Practice Starts and Racing
		1600-1800	Hospitality Center – Lower Lawn
		1730-1800	Meeting with Umpires – Arcadia Room (mandatory for Helmsmen and Tacticians)
		1800-1830	Captains Meeting – Arcadia Room (mandatory for Helmsmen, Tacticians, coaches and spectator boat captains)
	Tuesday, September 14	1830-2000	Opening Ceremony & Reception – Marquee (<i>Jacket & Tie</i>)
		0830	Morning Competitor Meeting
		1100	Race Day 1 – First Warning Signal
		1600-1800	Hospitality Center – Lower Lawn
	Wednesday, September 15	1800-2000	Special Event - TBD
		0830	Morning Competitor Meeting
		1100	Race Day 2 – First Warning Signal
		1600-2000	Hospitality Center – Lower Lawn
	Thursday, September 16	1800	Daily Awards at the Hospitality Center
		0830	Morning Competitor Meeting
		1100	Race Day 3 – First Warning Signal
		1600-1830	Hospitality Center – Lower Lawn
	Friday, September 17	1830-2130	NYYC Lobster Bake and Daily Awards - Marquee (<i>Smart Casual</i>)
		0830	Morning Competitor Meeting
		1100	Race Day 4 – First Warning Signal
		1600-2000	Hospitality Center – Lower Lawn
	Saturday, September 18	1800	Daily Awards at the Hospitality Center
		1830-1930	Commodore's Reception (<i>Jacket & Tie, by invitation only</i>)
		0800	Morning Competitor Meeting
		0900	Parade of Nations – Newport Harbor
		1100	Race Day 5 – First Warning Signal
		1800	Awards Banquet Cocktails – Hospitality Center (<i>Jacket & Tie</i>)
		1900-2300	Rolex Awards Banquet – Marquee (<i>Jacket & Tie</i>)

7 MEASUREMENT

Yachts may be inspected at random during the regatta beginning September 8, 2021.

8 SAILING INSTRUCTIONS

The Sailing Instructions will be available no later than August 27, 2021 on the NYYC Invitational Cup website.

9 VENUE

Races will be held off Newport, RI, on Rhode Island Sound or on Narragansett Bay.

10 COURSES

Drop mark courses will be used and defined in the Sailing Instructions.

11 PENALTY SYSTEM

11.1 In addition to the penalties described in SI Addendum Q, Umpired Fleet Racing, the Jury may impose suitable penalties, other than disqualification, for violations of the USSER or other non-Part 2 rules. This changes RRS **64.2**. Additional details will be described in the Sailing Instructions.

11.2 Decisions of the Jury will be final as provided in rule 70.5.

12 SCORING

12.1 Twelve (12) races are scheduled. One race is required to be completed to constitute a series.

12.2 A yacht's series score shall be the total of all of her race scores. No score will be excluded. This changes rule A2.

13 SUPPORT PERSONS AND VESSELS

13.1 The following limitations and restrictions apply to support persons and any coach/support vessels, including spectator vessels associated with a team:

- a) Except as directed by the OA, competitors shall have no communication with, be tied to or transfer provisions or equipment to and from any support person or vessel **from the time the boat leaves the dock or mooring each day** until racing has been concluded for the day for that team.
- b) 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.
- c) If in the starting area, support vessels shall leave the racing and starting areas prior to the warning signal and may station themselves outside of the starboard end of the starting line, but no closer than 150 meters to the race committee signal vessel.

13.2 All support persons and coach/support vessels must register with the OA prior to the first day of racing. Coach/support vessels shall display the burgee (a minimum of 12" on the hoist) that they have supplied of the Yacht Club or Sailing Organization with which they are associated, along with an identifying flag issued by the OA, at all times while they are on the water.

14 BERTHING

Moorings will be arranged for the IC37 fleet by the Organizing Authority.

15 PRIZES

15.1 Prizes will be awarded to the top three teams. 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. The cost involved in the round-trip shipment of the traveling trophy shall be the sole responsibility of the winning club, but the OA will work with said club to ensure appropriate transport. The OA will have final approval of the shipping method to be used. NYYC will insure the trophy during transport. The winning club will insure the trophy while it is in their possession, and shall supply the OA with a certificate of insurance.

15.2 The Resolute Trophy will be awarded to the top non-North American team.

15.3 The Corinthian Spirit Award will be awarded to the Yacht Club or Sailing Organization that has been a gracious competitor and exhibits a spirit of camaraderie, is seen as helpful to both competitors and race officials, and generally contributes positively to the atmosphere of the event. Each team may cast one vote (and may not vote for itself). In addition, the OA may also cast a vote. Votes will be delivered to the OA Saturday morning before the winner of the Invitational Cup is officially determined.

15.4 Prizes will be awarded daily to the top three teams in each race.

15.5 Participation awards will be presented to each team.

16 CAMERAS ONBOARD

16.1 The Organizing Authority may place a TV camera person onboard one or more yachts during racing without limitation and may switch them between races or days. Teams may have a camera person onboard on multiple days and shall follow the direction of the OA with regard to the assignments of a camera person.

a) It is the intention that the camera person remains in a neutral position and does not interfere with the activities of the crew.

b) The camera person shall not count in any of the limitations or requirements described in NOR 4.

16.2 The Organizing Authority may place static cameras onboard one or more yachts during racing and may switch them between races or days.

17 MEDIA WAIVER AND DISCLAIMER OF LIABILITY

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

17.2 Competitors participate in this regatta entirely at their own risk. See **RRS 3**, Decision to Race. The Organizing Authority, Presenting Sponsor 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 USSER 1.02, Overall: Responsibility, as well as the "Waiver and Release of Liability" as stated on the entry form.

19 FURTHER INFORMATION

For further information, please visit the regatta website or contact the Event Chairman or the New York Yacht Club Sailing Office.

Robbie Benjamin, Event Chair

Tel: +1 401 556-0337

Email: Robbie.M.Benjamin@gmail.com

Lynn Lynch, NYYC Sailing Director

Tel: +1 401 845 9633

Email: sailingoffice@nyyc.org

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NOTICE OF RACE ADDENDUM A – US SAILING PRESCRIPTIONS

The US Sailing prescriptions to the *Racing Rules of Sailing* in this Addendum shall apply.

Rule 60.3

After rule 60.3 add

US Sailing prescribes that rule 60.3(b) is changed to:

(b) request to redress for a boat or call a hearing to consider redress;

Rule 61.4

Add rule 61.4

61.4 Fees for Protests and Requests for Redress

US Sailing prescribes that no fees shall be charged for protests or requests for redress.

Rule 67

After rule 67 add

US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.*
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.*
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of 'assumption of risk' for monetary damages resulting from contact with other boats.*

Rule 70.5

After rule 70.5(a) add

US Sailing prescribes that its approval is required.

Rule 76.1

After rule 76.1 add

US Sailing prescribes that an organizing authority or race committee shall not reject or cancel the entry of a boat or exclude a competitor eligible under the notice of race and sailing instructions for an arbitrary or capricious reason or for reason of race, color, religion, national origin, gender, sexual orientation, or age.

Rule 86.3

After rule 86.3 add

US Sailing prescribes that:

- (a) In exception to rule 86.1, an organizing authority may request, and US Sailing may authorize, proposed changes to the racing rules for a specific event. The authorization shall be stated in a letter of approval to the organizing authority, and the letter shall be posted on the official notice board.*
- (b) The proposed rules shall be stated in the notice of race and sailing instructions, and the organizing authority shall promptly report the results of the test to US Sailing.*

Rule 88.2

After rule 88.2 add

US Sailing prescribes that the notice of race or sailing instructions may change or delete any prescriptions except: this prescription, rule 61.4, Appendix R, and the prescription to rules 60.3, 67 or 70.5(a), and 76.1.



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NOTICE OF RACE ADDENDUM C – REQUIRED EQUIPMENT & MODIFICATIONS

The following non-fixed items, supplied equipment are to be onboard the boat at all times in their designated place while sailing. Any loss shall be reported via the online **Daily Damage Report**.

RUNNING RIGGING

	<u>QTY.</u>
Jib sheets	3
Spinnaker sheets	3
Spinnaker takedown line and hobbler	1
Main halyard hobbler	1
Vang extension line	1

SAFETY EQUIPMENT

PFDs - USCG (Type III) with whistle	10
Throwable floating cushion	1
Flare Kit (Gun, 4 x red aerial, 4 x red hand, 1 x orange hand-held)	1
First Aid Kit and manual	1
50' Throw rope	1
Orange watertight box containing:	
Flashlights	2
Air Horn	1
Chart of Narragansett Bay	1
John Buoy inflatable lifebuoy w/ light, whistle and drogue	1
Buckets	2
Radar reflector	1
Fire Extinguishers on brackets	2
Set of wood plugs	1
Bailer	1

ANCHORING, MOORING & MISC.

Fortress Danforth FX-16 in bag	1
Anchor rode, chain and shackle in mesh bag	1
Dock lines	4
Fenders with covers and lines	4
Boat-hook	1
Moorings pennants	2
Winch handles	6
Tiller extension	1
Chamois	1
Sponge	1

TOOLS

Orange waterproof box containing the following tools:	1
Multi-screwdriver	1
Needle-nose pliers	1
Hex wrench sets	2
Adjustable wrench	1
Hacksaw	1
Knife in sheath	1

MAST JACK

Set of (5) mast shims (20mm, 10mm, 5mm, 3mm, 2mm)	1
Hydraulic mast jack pump	1

ELECTRONICS

Velocitek mount on mast instrument pod	1
Richie F-50 magnetic deck compass	1
Garmin VHF110 Radio	1
Garmin GPSMAP 742 MFD w/ G2 US cartography	1
B&G ZG100 GPS & HDG sensor	1
DT800 Depth/Temp Sensor	1
ST850N2 Boat speed sensor	1
(2) Garmin GNX120 large format mast displays	2
Angle of heel sensor	1

MANUALS + DOCUMENTS

Waterproof pouch containing:	
IC-37 Charterer's Handbook and Owner's manual	1
Upwind/downwind targets (mounted in cockpit)	2



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NOTICE OF RACE ADDENDUM D - USSER

US SAFETY EQUIPMENT REQUIREMENTS (USSER)

US Sailing's Safety at Sea Committee has conducted an overhaul of World Sailing'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: February 8, 2021, revision 2021.0

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: Responsibility	1.2.1	Should there be an incident during a race the Organizing Authority or US Sailing may conduct an investigation to determine the facts of the incident and provide recommendations. By participating in a race conducted under the SER, the person in charge, each competitor and boat owner agrees to reasonably cooperate with the organizing authority and US Sailing in the development of an independent incident report.	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 ²) of effective drain per eight square feet (0.743m ²) of cockpit sole will meet this requirement.	x
Hull and Structure: Cockpit	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	2.4.4.1	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: 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	3.6.6	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	3.8.3	A boat shall have a VHF radio which may be fixed or handheld.	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
Skills: Crew Training	4.4	As required in 1.2 above the person in charge shall ensure that all crew members know where all emergency equipment is located and how to operate the equipment. In addition, the person in charge and crew should discuss how to handle various emergency situations including Crew Overboard, Grounding, Loss of steering, Flooding, Fire, Dismasting, and Abandon Ship.	x
Skills: Crew Training	4.6	Lif jackets as described in 3.1.1 – 3.1.3 should be worn by all crew on deck in any conditions where recovery may be difficult. It is recommended that lif jackets be worn by all crew on deck unless the person in charge has indicated that they may be set aside.	x

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September 11-18, 2021
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/2021-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 Melges IC37 Class Rules do not apply except for IMIC37 CR C11.
- 1.5 The minimum equipment required to be on board shall be as stated in NOR 1.6.
- 1.6 WS Sailor Categorization Code, Regulation 22 will apply. Information on how to apply can be found at <https://members.sailing.org/Classification/>. 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 Class Rules, US Safety Equipment Requirements or other non-Part 2 rules. This changes RRS 64.2.
- 1.8 If there is a conflict between the notice of race and these sailing instructions, the sailing instructions shall take precedence.
- 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.”
- 1.10 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.”
- 1.11 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 secure 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 18.

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 requested 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 two digits that are 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 tetrahedron 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, as provided in SI 14, will be orange inflatable tetrahedron buoys.
- 11.5** 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 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 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 competitor 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, Class Rule 11, 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 will 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 UF 4.
- 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 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 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** Video and/or photographs taken from any support, spectator and/or coach vessel shall not be presented as evidence at protest hearings by a competitor or a witness. 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 29.1, Class Rule C.11, 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 may station themselves outside of the starboard end of the starting line, but no closer than 150 meters to the race committee signal vessel.
- 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. 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.
- 26.6** 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: Each competitor shall complete the online Liability & Media Waiver and COVID-19 Release Form 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 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 5.3.

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.

Robbie Benjamin, Event Chair

Tel: +1 401-556-0337

Email: robbie.m.benjamin@gmail.com

Lynn Lynch, Sailing Director

Tel: +1 401-845-9633

Email: sailingoffice@nyyc.org

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Catherine Peacock
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Samuel Vineyard
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ADDENDUM A – COURSES

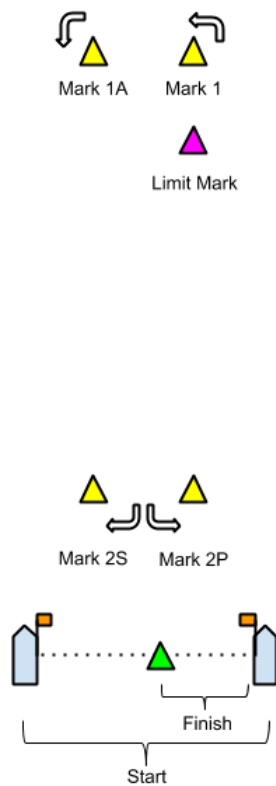
Course “W”

- 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

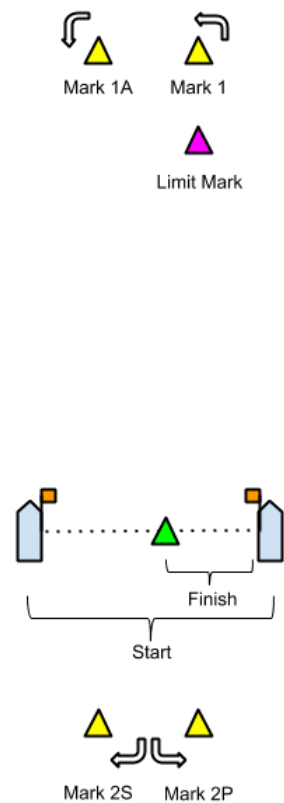
COURSE W - Even # Legs



COURSE W - Odd # Legs



COURSE T



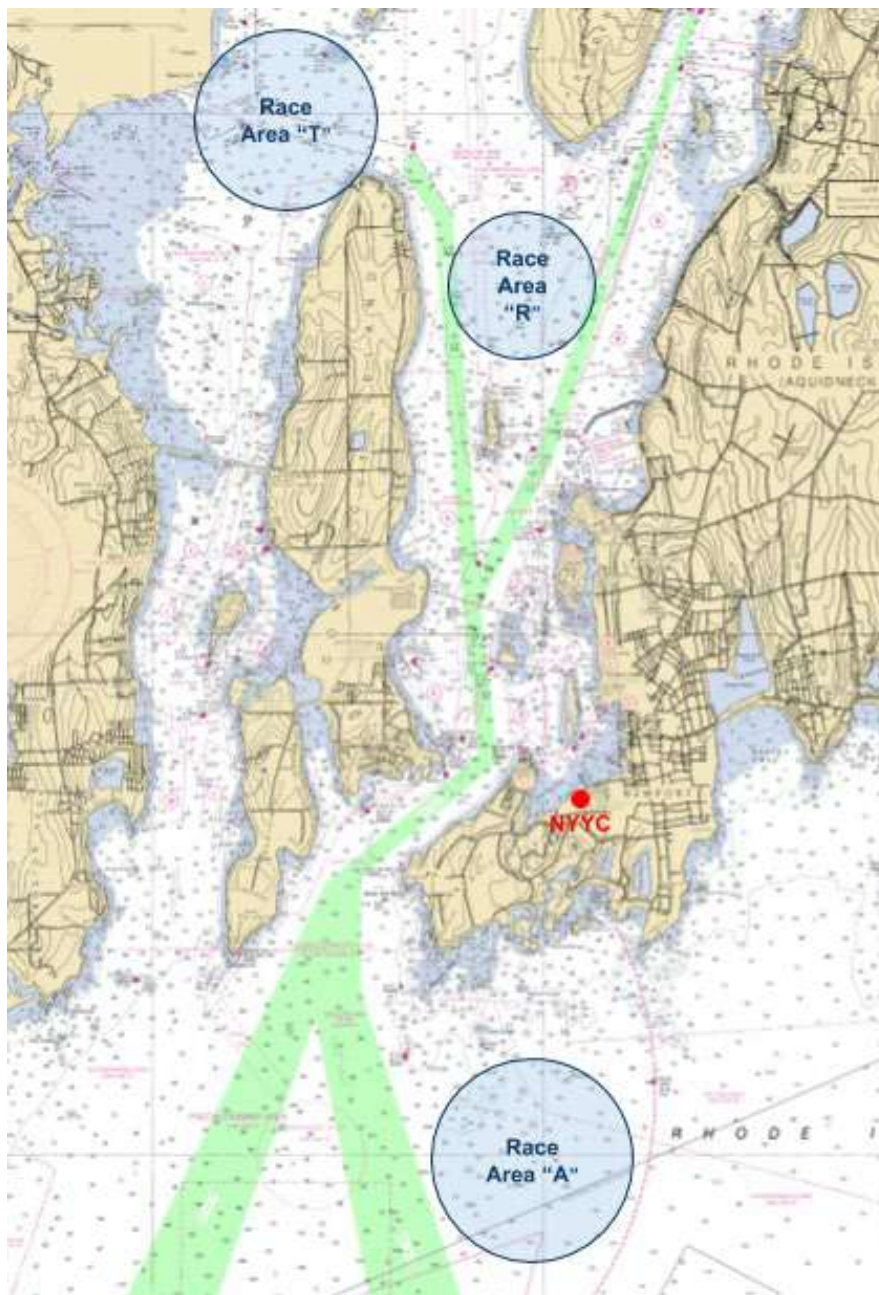
ADDENDUM B – RENDEZVOUS LOCATIONS

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 G “7” QG off Quonset Point



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 - Boat Acceptance 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 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.
- 1.5 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 check-out period (September 7-8).
- 1.7 After the check-out, 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 - Gear Replacement Form).
- 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.
- 2.3** 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 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1** Upon acceptance of the boat, the team shall review Form TC-01 and inspect the boat for any interior or exterior damage. Items not identified on TC-01 shall be noted by the team on TC-01. A signed TC-01 shall be submitted to the Technical Committee prior to the boat leaving the mooring field.
- 4.2** Upon completion of the event, the team 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 boat.
- 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 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 soft but not loose 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 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 boat. The Race Committee shall protest any boat 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 boat (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 Addendum will be considered as damage and the cost of rectification will be deducted from the damage deposit.

Technical Committee Forms *(will be handed out at registration)*

FORM TC-01 Boat Acceptance Checklist

FORM TC-02 Request for Rig Tune

FORM TC-03 Gear Breakage

FORM TC-04 Daily Damage Report *(This form is online; the link will be handed out at registration)*

FORM TC-05 Boat Return Checklist

FORM TC-06 Sail Damage Card

ADDENDUM D – SCHEDULE

Saturday, September 11	0900-1100	Registration – Sailing Center
	0900-1200	IC37 check-out following registration
	1200-1600	IC37s available for practice following check out
	1600-1800	Late Registration – Sailing Center
Sunday, September 12	0900-1000	Late Registration (if needed) – Sailing Center
	0900-1000	IC37 Protocol, Safety & Sail Briefing – Arcadia Room (mandatory for helmsmen, tacticians and mainsail trimmers)
	1200-1500	Mandatory Practice Starts and Racing
	1600-1730	Practice Day Video Weather & Local Knowledge – Arcadia Room (mandatory for helmsmen, tacticians and mainsail trimmers)
	1800	Categorization Protest Time Limit
Monday, September 13	0900	IC37s available for practice
	1200-1500	Mandatory Practice Starts and Racing
	1600-1800	Hospitality Center – Lower Lawn
	1730-1800	Meeting with Umpires – Arcadia Room (mandatory for helmsmen and tacticians)
	1800-1830	Captains Meeting – Arcadia Room (mandatory for helmsmen, tacticians, coaches and spectator boat captains)
	1830-2000	Opening Ceremony and Reception – Marquee (<i>Jacket & Tie</i>)
Tuesday, September 14	0830	Morning Competitor Meeting
	1100	Race Day 1 – First Warning Signal
	1600-1800	Hospitality Center – Lower Lawn
	1800-2000	Special Event – TBD
Wednesday, September 15	0830	Morning Competitor Meeting
	1100	Race Day 2 – First Warning Signal
	1600-2000	Hospitality Center – Lower Lawn
	1800	Daily Awards at the Hospitality Center
Thursday, September 16	0830	Morning Competitor Meeting
	1100	Race Day 3 – First Warning Signal
	1600-1830	Hospitality Center – Lower Lawn
	1830-2130	NYYC Lobster Bake and Daily Awards Marquee (<i>Smart Casual</i>)
Friday, September 17	0830	Morning Competitor Meeting
	1100	Race Day 4 – First Warning Signal
	1600-2000	Hospitality Center – Lower Lawn
	1800	Daily Awards at the Hospitality Center
	1830-1930	Commodores' Reception (<i>Jacket & Tie, by invitation only</i>)
Saturday, September 18	0800	Morning Competitor Meeting
	0900	Parade of Nations – Newport Harbor
	1100	Race Day 5 – First Warning Signal
	1800	Awards Banquet Cocktails – Hospitality Center (<i>Jacket & Tie</i>)
	1900-2300	Rolex Awards Banquet – Marquee (<i>Jacket & Tie</i>)



**September 11-18, 2021
Newport, Rhode Island**

APPENDIX UF incorporating AMENDMENTS 1&2

UMPIRED FLEET RACING

New York Yacht Club Invitational Cup Edition

Version: April 1, 2021 (amended September 10, 2021)

Umpired fleet races shall be sailed under The Racing Rules of Sailing as changed by this appendix. Races shall be umpired. The rule changes in UF1 have been approved by World Sailing under Regulation 28.1.5(b) on the condition that only the provided options are used. This appendix applies only when it is referred to in the Notice of Race and made available for all competitors.

UF1 CHANGES TO THE DEFINITIONS, THE RULES OF PART 1 AND 2, AND RULE 70

UF1.1 Add to the definition *Proper Course*: ‘A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*.’

UF1.2 Add new rule 7 to Part 1:

7 LAST POINT OF CERTAINTY

The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed.’

UF1.3 When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for Room to tack, repeatedly and clearly pointing to windward; and
- (b) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

UF1.4 Rule 70 is deleted.

UF2 CHANGES TO OTHER RULES

UF2.1 The first paragraph of Rule 44.1 is changed to read: “A boat may take a One-Turn Penalty when she may have broken one or more rules of Part 2, rule 31 or rule 42 in an incident while *racing*.”

- UF2.2** A boat that plans to take a voluntary One-Turn Penalty 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 clearly evident to both the umpires and the protesting boat that she intends to take a penalty in compliance with rule 44.2.
- UF2.3** Add to rule 44.2,
- (a) “No penalty may be taken in the zone of a rounding mark that begins, bounds, or ends the leg the boat is on or within three boat lengths of the imaginary line that joins two adjacent gate marks or that joins the offset mark and the windward mark.”
 - (b) “A boat taking a One-Turn or Two-Turns Penalty shall have the spinnaker head below the main-boom gooseneck each time she passes head to wind.”
- UF2.4** Rule 60.1 is changed to: ‘A boat may protest another boat, but not for an alleged breach of a rule of Part 2 unless she was involved in the incident.’
- UF2.5** The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- UF2.6** The three sentences of rule 64.2 are replaced with: “When the protest committee decides that a boat that is a *party* to a protest hearing has broken a *rule*, it may impose penalties other than disqualification, and may make any other scoring arrangement it decides is equitable. If a boat has broken a *rule* when not *racing*, the protest committee shall decide whether to apply any penalty to the race sailed nearest in time to that of the incident or make some other arrangement.”

UF3 ON WATER PROTESTS AND PENALTIES

UF3.1 Protests by Boats

When a boat protests under a rule of Part 2 (except rule 14) or under rule 31 or 42 for an incident in the racing area, she is not entitled to a hearing and the following applies:

- (a) 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.
- (b) Boats shall be given time to respond.
- (c) An umpire may penalize any boat that broke a rule and is not exonerated, unless the boat took a voluntary penalty.
- (d) An umpire shall signal a decision in compliance with rule UF3.3

UF3.2 Penalties and Protests Initiated by an Umpire

- (a) An umpire may penalize a boat without a *protest* by another boat, or report the incident to the protest committee, or both, when the boat
 - (1) breaks rule 31 or 42 and does not take a penalty.
 - (2) gains an advantage despite taking a penalty.
 - (3) clearly indicates that she will take a penalty and fails to do so.

(4) fails to take a penalty signalled by an umpire.

(5) commits a breach of sportsmanship.

The umpire shall signal a decision in compliance with rule UF3.3

(b) An umpire may impose a 'one-point penalty' without a hearing for any breach of Class Rule C.11 and shall report any such breaches to the Race Committee. No umpire signal will be made.

(c) When there is contact between boats that causes damage or injury, or the umpires decide a boat has broken rule 14 and damage or injury resulted, they may report the incident to the protest committee.

UF3.3 Umpire Signals

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 and white flag with one long sound means the incident may be reported to the protest committee.

UF3.4 Penalties Imposed by Umpires

A boat penalized by an umpire shall take a Two-Turns Penalty. However, when an umpire penalizes a boat without a protest by another boat and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.

UF3.5 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

UF4 RACE COMMITTEE ACTIONS, PROTESTS, AND REQUESTS FOR REDRESS AFTER A RACE

UF4.1 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation on VHF channel 72. 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 and inform competitors of these changes. Flag B will continue to be displayed for at least two minutes after any changes are communicated.

UF4.2 A boat intending to

- (a) protest another boat under a rule other than rule of Part 2, rule 31 or rule 42,
- (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.

UF4.3 The race committee will promptly inform the protest committee about any protests or requests for redress made under rule UF4.2.

UF4.4 The race committee will not protest a boat.

UF4.5 The protest committee may protest a boat under rule 60.3. However, it will not protest

a boat for breaking a rule of Part 2 including rule 14 unless there is damage or injury, rule 31 or rule 42.

UF4.6 The technical committee will only protest a boat under rule 60.4 when it decides that a boat or personal equipment does not comply with the class rules, rule 43, or the rules in the equipment regulations of the event if such exist. In such a case, the technical committee shall protest.

UF4.7 The time limit defined in rule UF4.2 also applies to protests under rules UF4.5 and UF4.6 when such protests are permitted. The protest committee shall extend the time limit if there is good reason to do so.

UF4.8 Protest/Redress Filing requirements

- (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may inform the protestee and schedule the hearing in any way it considers appropriate and may communicate this orally.
- (c) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (d) 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.
- (e) If the protest committee penalizes a boat in accordance with rule UF4.8(d), or if a standard penalty is applied, all other boats will be informed about the change of the penalized boat's score.



IC37 RESOURCES



2021 ROLEX NYYC INVITATIONAL CUP

Competitor Briefing and Performance Document



“THE JOY OF RACING RE-IMAGINED”

IC37 Design Vision Statements

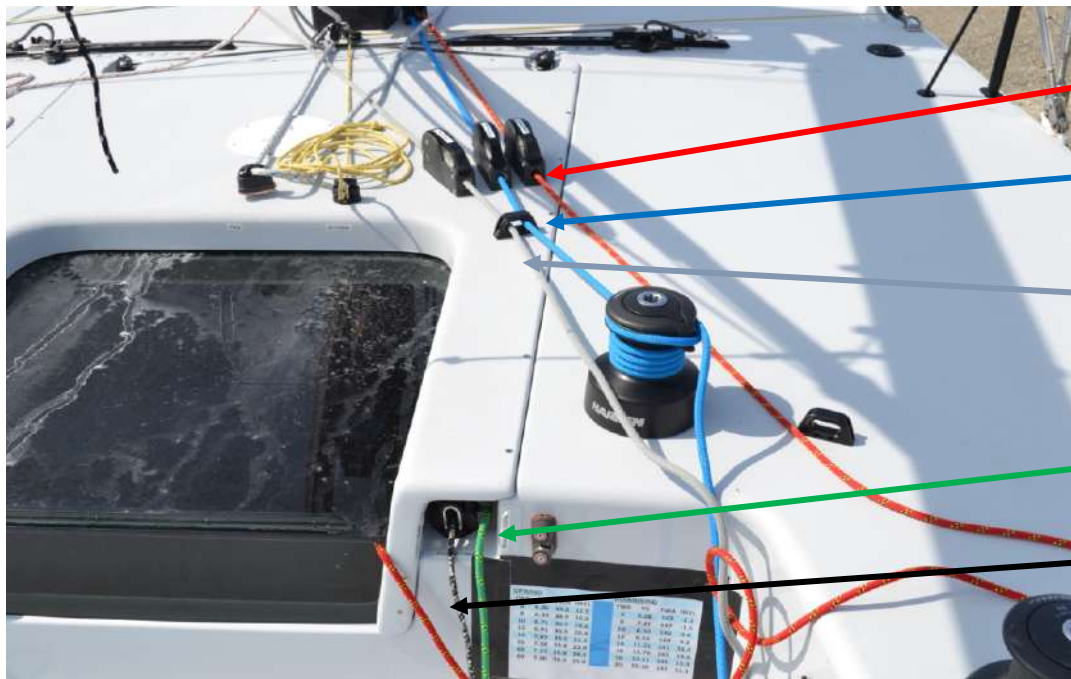
The IC37 was designed for close one-design racing in large fleets of 20 or more boats on the starting line. The design has: (1) rudder authority for maneuverability in close quarters, (2) longitudinal stability for confident control while planing in close quarters, and (3) a high lift keel with adequate area for quick acceleration out of tacks and the ability to hold a lane upwind in a large fleet.

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Section 3: IC37 Recommended Crew Positions.....	9 - 12
Section 4: IC37 Performance Tips.....	13 -16

SECTION 1: IC37 Deck Layout and Sail Setup

Winches: Pit Primary Main Backstay





Spinnaker Halyard
(Red)

Jib Halyard
(Blue)

Tack Line
(Grey)

Pole Out
(Green)

Port Jib Lead
Up-Down
(Black/White)





Jib Hobbles
(Black/White)

Vang
(Blue Speckled)



Stbd. Jib Lead
Up-Down
(Black/White)



Jib Hobbler

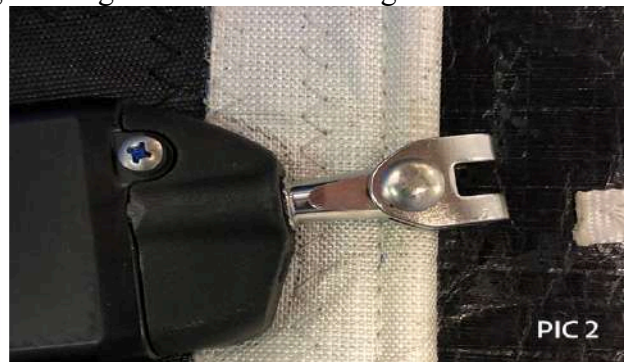


Engine
Instrument
Panel

SAIL SETUP

Mainsail Batten Box Stud Installation:

The batten boxes are designed to have the studs screwed as far in as possible while still being only hand tight. The end of the stud attached to the slide might look like it is farther into the sail than the other bushings on the luff, but that is because the batten slides stick out of the mast farther than the intermediate slides. **This is important: don't over-tighten the studs.** They should be screwed in as far as possible by hand and then backed out half a turn. This allows the box to rotate on the stud lining up with the track when the main is hoisted. If the stud is in too far and the box can't rotate to vertical easily risking bending the stud and breaking the batten box.



Spinnaker Set-up:

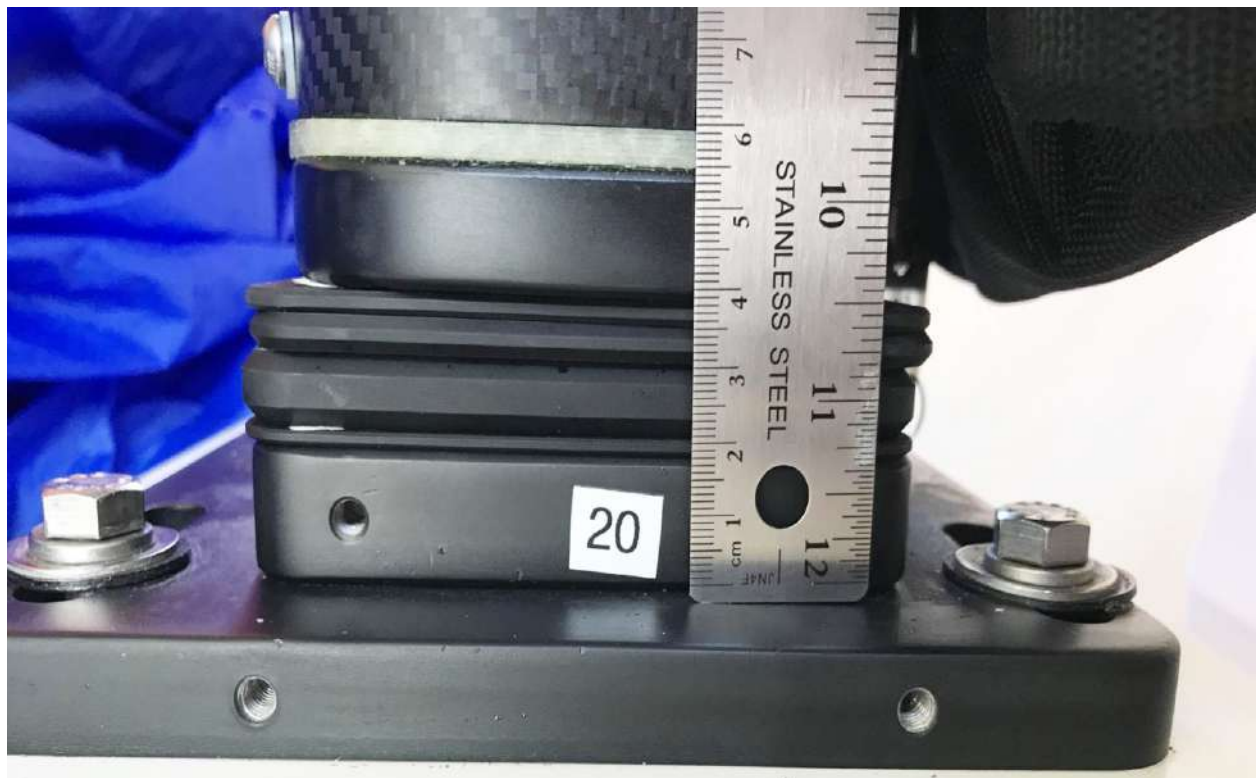
1. Run tapes on port trampoline / Run sheets, halyard, and tack for port hatch launch
2. "Starboard Spin Sheet" runs inside (stb) halyard and tack to keep take-down line clear.
3. Sheets/Halyards: Attach sheets, halyard, and tack to respective corners of spinnaker
4. Take-Down Line: The take-down line patch is roughly half way to the head
 - Starting from the clew, work along the foot of the spinnaker roughly to the center, keeping the port side of the spinnaker up
 - Work from the center of the foot in the direction of the head along the port side of the spinnaker cloth
 - Pull the patch aft so it is the aft most part of the spinnaker and on top/visible
 - Attach one end of the provided take-down line to the attachment point with one of the two provided soft shackles
 - Run the take-down line aft through the upper, outboard bulkhead cutout and through the block mounted in the upper port aft corner of the boat.
 - Lead the take-down line back forward through the same bulkhead cutout, through the fairlead on the side of the engine compartment/companionway and to the block at the aft end of the keel box.
5. Connection to Halyard: Starting at the clutch, clear the tail of the spinnaker halyard
 - Lead the halyard tail through the companionway fairlead
 - Lead the halyard tail through the block at the aft end of the keel box with the ratchet mechanism arrows pointing towards the cockpit/working end of halyard
 - Use the remaining soft shackle to attach the take-down line to the spinnaker halyard creating a continuous system.

SECTION 2: Polar Boat Speeds, Tune Shim, Stock Items

Detailed description of polars and tuning with shims can be found at:

IC37 Tuning Guide: <https://www.northsails.com/sailing/en/resources/ic37-by-melges-tuning-guide>

WIND SPEED (knots)	SHIM HEIGHT (mm)
0-6	22
6-10	28
10-14	35
14-18	40
18+	40



Stock Items on the IC37

Garmin GPS 1
Windex mast unit 1
Sailing data displays 2
Mast jack pump 1
Tiller extension 1
Harken 11" winch handles 4
Harken 9" winch handles 2
Life jackets with whistles 8
Jon Bouy 1
50' Throw rope 1
Throwable floating cushion 1
Radar reflector 1
Flare kit 1
First aid kit 1
Set of wood plugs 1
Knife in sheath 1
Dry-bag for safety equipment 1
Orange dry-boxes 2
Flag pole 1
US flag 1
Fenders, covers and lines 4
Dock lines 4
Buckets 2
Chamois 1
Air Horn 1
Flashlights 2
Chart of Narragansett Bay 1
Fortress FX16 anchor, shackle, chain, rode and anchor bag 1
Mesh bag for anchor rode 1
Mooring pennants 2
Boathook 1
Tool kit (multi screwdriver, socket set, pliers, hex wrenches, adjustable wrench) 1

SECTION 3: IC37 Recommended Basic Crew Positions

Based on a crew weight limit of 686 kg, the IC37 crew will consist of eight (8) or nine (9) crew with at least two (2) of the opposite gender, or if seven (7) crew with at least one of the crew members of the opposite gender on the crew.

NOTE: A detailed review of crew positions and maneuvers can be found on the North Sails site under “Boat Handling Manual:

https://cfd.northsails.com/sailing/wp-content/uploads/2018/08/05122425/12-NS-IC37_manual_8.5.19.pdf

Example of recommendations for starting positions:

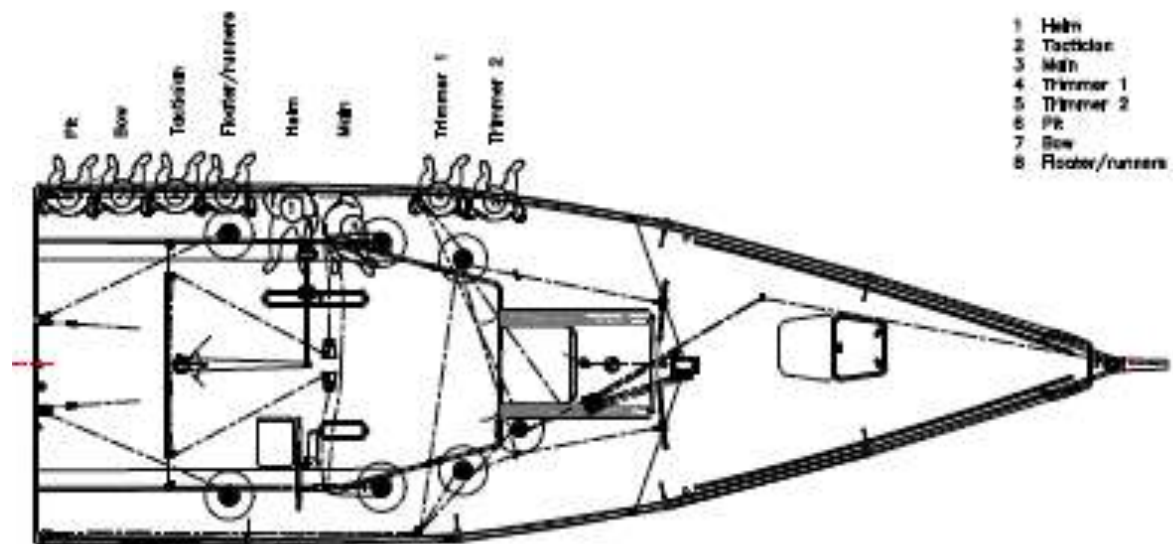
1. Helm
 - Execute smooth steering throughout the start.
 - Put the boat on angle and focus on heel angle and getting the boat to target speed off the line.
2. Tactician
 - Communicate clearly and precisely about where the boat needs to be and what’s the next move.
 - Position the boat for acceleration with focus on timing, pulling the trigger.
 - Give starting targets for executing game plan.
 - Talk to trimmers to get the boat going with Helm.
 - Handle port runner or take starboard runner and wind on to load.
3. Main
 - Make sure the mainsail is ready for the start. Are mast shims set per tuning guide for conditions?
 - Listen to what’s needed for boat speed.
 - Communicate about speed build with Helm and Trimmer.
 - Be ready to adapt and lead the mode if you are in a compromised position off the line.
 - Watch the gauge and speed of leeward boats off the line; give feedback to Helm and Tactician.
4. Trimmer
 - Grind sheet to leeward for maneuvers before taking tail from Trim #2.
 - Release jib in tacks, grind new sheet.
 - Talk about jib trim setting
 - Communicate about leeward boat’s gauge and speed. If on lay-line or above the committee boat lay-line, talk with Helm and Tactician whether you could be shut out.
 - When slow or getting close to bottom boat speed, encourage speed build and angle.

- Focus on getting the boat up to speed and move weight to windward ASAP once fully trimmed.
 - Control the crew-weight movement. Set up your crew to maximize weight on the rail. The crew configurations shown below will give you a starting point; from there, move in/to leeward and forward, depending on the conditions.
 - When slow or getting close to bottom boat speed, encourage speed build and angle. Focus on getting the boat up to speed and move weight to windward ASAP once fully trimmed.
5. Trim #2
- Tail jib sheet in maneuvers and then hand off to Trimmer.
 - Load and ready new winch.
 - Adjust jib halyard and leads if needed.
 - Possibly help wind in mainsheet on windward winch; if not, help the Trimmer.
6. Pit
- Call time and Velocitek distance from the line.
 - Countdown start time for whole boat.
7. Bow
- Keep boat progressing with the fleet to the line.
 - Communicate time to kill vs. build time; make calls on not letting the boat get slow vs. nearby boats.
 - Try to keep boat moving level with the fleet, positioning for best build slot or trajectory to build in.
 - Make good, clear calls on where the bow needs to be and if you can swing or not (without hitting an overlapped boat).
 - Skirt jib when needed.
8. Floater
- Does runners with tactician.
 - Make sure that you get the runner to the desired tension off the line. Be ready to adjust down if breeze drops.

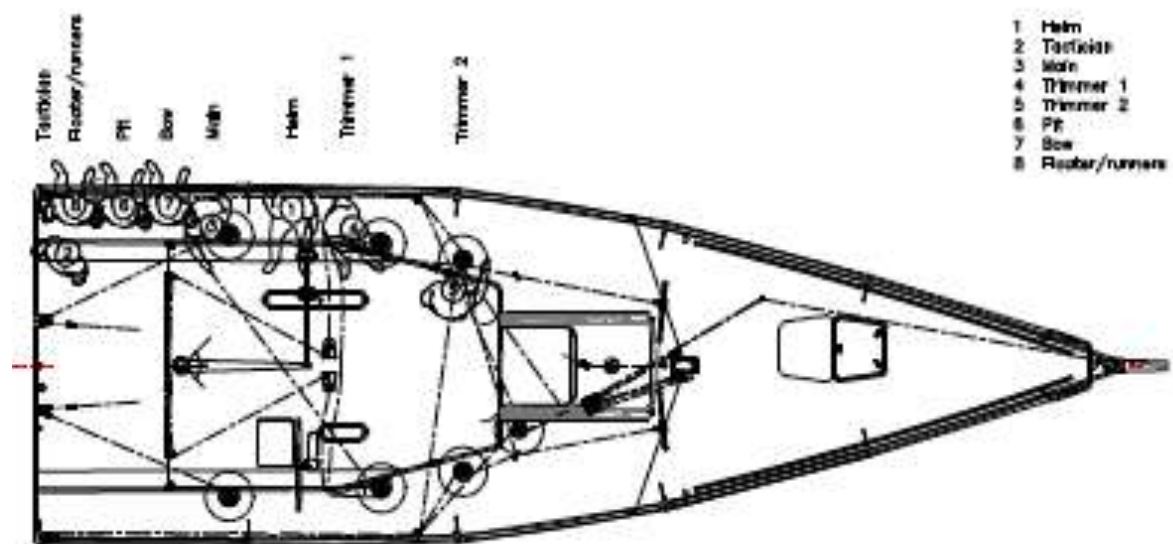
NOTE: Cross sheeting the headsail is prohibited. Except when using an outboard lead or during the process of changing sheets, the jib shall be trimmed using only the primary winch on the side on which the jib is set.

CREW POSITIONS

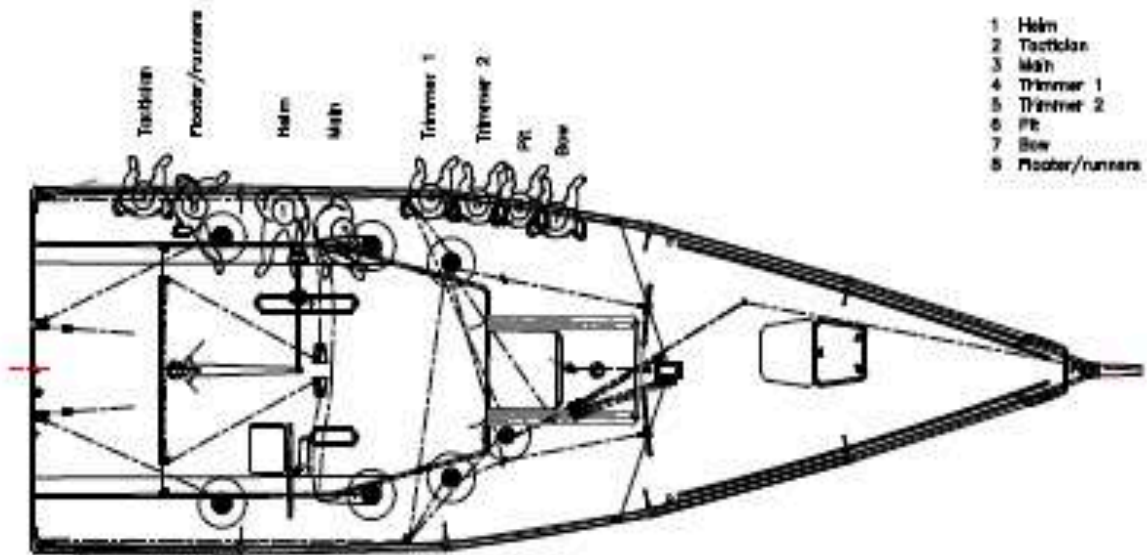
12+ Knot Upwind Configuration



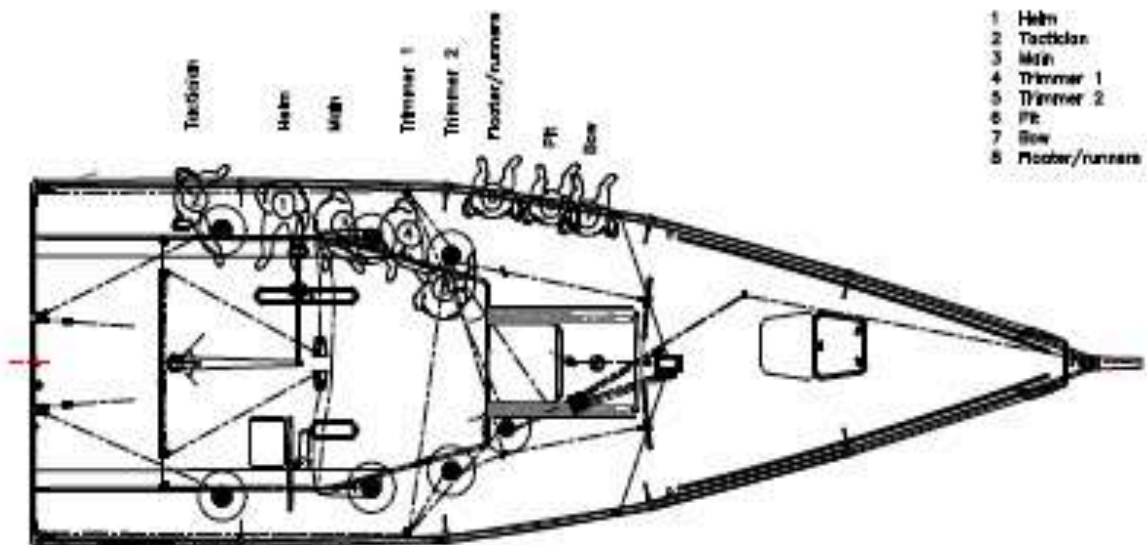
12+ Knot Downwind Configuration



Light Air Upwind Configuration



Light Air Downwind Configuration



SECTION 4: IC37 Performance Tips

UPWIND

Achieving the Correct Upwind Sail Settings

When it comes to your upwind heel angle and sail shapes, the IC37 is optimized at 18-20 degrees of heel. The goal with your sail setup is to create as much power as possible to achieve that heel. This involves keeping the runner eased, the main sheet trimmed so the number-two batten is just open, and the traveler is high. Your outhaul should be max in over 12 kts. Also, a little vang in heavy air helps flatten the bottom of the main. For the jib set up, the halyard should be on the loose side and the lead set for a powerful foot. The sheet should be trimmed so the mid-leech is just closing. Once you have achieved the correct upwind heel angle, you do everything that you can to get the bow down, and the boat moving faster so that the keel starts generating lift. This will give you the ability to point. Opposite to trying to achieve heel, trying to achieve speed involves making the sail plan rapidly flatter to reduce drag.

Mainsail Trim

In light air carrying the boom just above centerline allows for a proper twist profile without having the main fall into the jib. Don't get carried away with this. A boom width above center seems to work; up near the runner is too much. Unless running very deep, actively trim main when reaching. It is very easy to ease too far out and lose any advantage from a properly trimmed main.

Jib Halyard

Play with the controls, constantly. Jib halyard tension directly affects shape and often it is an overlooked control as the breeze picks up or dies down. Keep the cabin-top winch loaded with jib halyard when going upwind to allow for fine tuning as velocity shifts happen – clutch stays open. On final approach to windward mark, the pit person closes clutch, swings legs in, transfers load from cabin-top winch to clutch and preloads cabin-top with spin halyard ahead of hoist.

Jib Trim

It is recommended that the jib track starts all the way inboard and only moves out when the mainsail starts too luff due to excess backwind. Due to the shape of the cockpit, the jib trimmer when trimming to leeward, sits well outboard from the clew of the jib. This makes an optical illusion for the jib trimmer as the lower part of the jib is very round and looks to literally be pointing back towards the middle of the boat. That is actually not the case. The lower leech of these jibs is quite open to allow for the jib to be sheeted quite far inboard so take advantage of the lead positioning and keep trying to sneak it inboard.

Runners During Tacks

In fresh breeze, with the runners loaded hard, it pays to trim the new runner on before the old runner is eased – the goal is to transfer the runner load rather than ease one side and reload the other side. This requires that the tactician loads and grinds the new runner before the helm goes down, as the old runner needs to be eased promptly as the bow goes through the wind. When it is

windy enough to require this, there should be at least two crew behind the driver – usually tactician and floater. Marking the runner with tape near where the line goes around the winch at max load helps to keep the runner trimmer’s head down grinding instead of looking up at the main to see how much is on.

Recommended Steps to Achieve Speed and Reduce Drag

Think of the boat as having two power levels, and not a linear power increase. One level is where you are looking for heel. The second level is where you have all the heel you need and are translating the surplus power into speed. Speed steps: (1) increasing shims and backstay tensions, (2) easing the mainsheet, and (3) moving the jib lead out and flattening the jib foot

Recommended Best Boat Trim Tips

Crew weight on the IC37 needs to be as active side-to-side as it is fore-and-aft. Since the boat is very wedge-shaped, more heel makes the bow want to drive down into the water. To compensate, move the crew aft earlier up the wind range than expected. There are three good rules of thumb for most conditions about where the crew should sit:

1. How much noise does the water make exiting the transom? If you hear a lot of bubbling/gurgling noises, your crew is too far aft.
2. The knuckle of the bow should always be about two inches underwater. If more than that is submerged, your crew is probably too far forward.
3. In very wavy conditions: If you take three waves over the bow in quick succession, you are too far forward in the boat.

In very flat water, pressing farther forward than normal will help reduce wetted surface. On the downwind legs, when there is enough pressure to be constantly planing, moving weight farther aft will help stabilize the boat. Getting more of the wide stern in the water and getting the bow out helps the boat track better and makes it easier to drive. If there is too much weather helm downwind, it could be because the crew weight is too far forward, and the bow is digging in.

Recommended Best Pit Practice Tips

At the start, have the jib halyard loaded on the winch with the handle in and the clutch open. This allows for quick tensioning and easing of the halyard in tacks, as conditions warrant.

1. **Offset leg:** the pit person hikes as long as possible and then goes legs in to transfer the jib halyard from winch to clutch. Some halyard tension will be lost, but the luff should be softer for the offset and downwind legs.
2. **Spinnaker Set:** the winch is now available for the spinnaker hoist. The kite halyard should live on the winch for the downwind leg. You might also wrap the tack line around the winch with a couple of “safety wraps” to prevent slipping. If the tack line needs to be adjusted, the spinnaker halyard can be temporarily transferred to the clutch.
3. **Bottom Mark:** use the winch to control the spinnaker halyard through the drop. Once the kite is under control, load the jib halyard onto the winch and tension as needed for the windward leg. Finally, open the clutch to allow for fine tuning upwind.

WINDWARD MARK

Spinnaker Sets

The jib is fairly large compared to the spinnaker size which makes it hard to set the spinnaker due to backwind from the jib. Mark the spinnaker halyard with a piece of tape so the mast person pulling up the halyard knows when they have “rung the bell”. As soon as the mast person says “made”:

1. **Light air** (under 10 knots TWS): the jib halyard is released immediately and completely, un-cleating the jammer and smoking the luff down the headstay to get the kite to fly properly, but not before the mast person says “made”.
2. **Heavier air** (over 10 knots TWS): a complete release of the jib sheet on the “made” call will ensure that the kite fills properly and immediately. Then, trim in the jib slightly if your intention is to use it as a staysail.

Regarding using the jib as a staysail: (1) Under 10 kts is too light for a jib staysail, (2) 10-12 kts is marginal and (3) over 12 kts – the jib can be used as a staysail

LEEWARD MARK

Leeward Mark Approach

When it’s breezy, aim for the middle of the gates. This gives you the option of rounding either mark as well as providing room for the spinnaker drop. It’s a big loss to over-stand the gates.

Preparing for mark rounding:

1. Ease the vang downwind in bow up mode. A loose vang will reduce helm so driver can go bow up in order to get to the proper heel angle and to reach the target speed
2. The traveler should be all the way to leeward and just use the mainsheet for leech tension. As speed builds, apparent wind will go forward and VMG will increase.
3. Backstay on downwind in overpowering conditions (15+knots). This will keep mast aft in order to keep the luff of the spin tight, keeping draft forward and exit straight for better heavy air, bow up, shape. Backstay on will also flatten the main so the boat will not trip up in a big puff or crashing into a wave. Remember: Release old backstay in a Jibe! Not releasing will be a guaranteed broach in big breeze.
4. When it comes to managing the upwind lay-line, it’s better to over-stand a little than to tack shy of the lay-line and be forced to gybe out.

Remember: an IC37 accelerates over boats that are pinching and going slow trying to make the mark. You can use this to your advantage.

Spinnaker Douse Overview

For both windward side and leeward side takedowns, time the drop with a decisive turn down to unload the spin. Timing and positioning are everything! As the wind picks up, start the takedown process earlier and be careful not to over-stand the gate marks. It is much better to soak a bit into the marks than it is to be coming in hot with no wiggle room and sail past the marks. You will find in big breeze that a conservative takedown will almost always gain a point or two at the leeward gate. Understand your crew strengths from the mast forward and set them up for a successful mark rounding. Depending on the takedown, they may need more time.

Spinnaker Drop: Step by Step

Timing and clear actions are everything for a successful spinnaker douse:

1. Put your strongest person on the takedown line, ready to go in the cockpit.
2. Just prior to the start of the takedown, save time by preloading the takedown/retriever line. No slack should be present once the maneuver is initiated.
3. A decisive turn down to unload the spinnaker should be timed at the exact instance when a douse happens.
4. Blow sheet and halyard while takedown line is being hauled; all load is now out of sail and belly is aimed at the hatch.
5. The bow person can assist the retriever line by pulling down while focusing on getting the middle-foot of the kite up to keep the tack inside the lifelines.
6. The floater assists from the middle of the kite to the clew, making sure no cloth is over the lifelines. If you divide up the foot, and keep pulling until you reach the corners, the kite should never end up in the water.
7. When foot and belly are under control, blow the pole while bow team is gathering the tack line – this helps bring the pole in.
8. The tack is released with the pole at the same time after foot is in control and on deck or in the hatch.
9. The tack line is then pulled into hatch until the knot stops at the clutch and the pole is pulled in. If it happens at the same time, the tack release will help bring the pole-in, and the tack will be the last corner inside the hatch

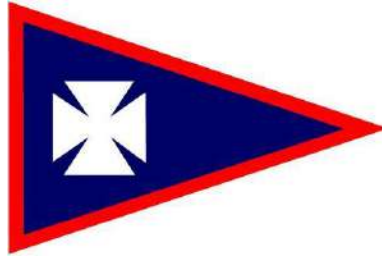
Go to the [North Sails](https://www.northsails.com) for detailed and up to date tuning and boat handling information:

IC37 Tuning Guide: <https://www.northsails.com/sailing/en/resources/ic37-by-melges-tuning-guide>

Boat Handling Manual: https://cfd.northsails.com/sailing/wp-content/uploads/2018/08/05122425/12-NS-IC37_manual_8.5.19.pdf



TEAM PROFILES



American Yacht Club

Rye, NY

CLUB PROFILE: The American Yacht Club was incorporated in 1883 in New York City, and a few short years later purchased "12 acres and some rocks known as Scotch Caps" for a place to develop a much-needed shore station. In 1889, AYC held its first official sailing regatta, a 95.6-mile race to New London, kickstarting a long tradition of exciting racing on the Long Island Sound and producing sailors that compete in the most prestigious events in the sport of Sailing. Through their junior sailing program, they have developed America's Cup sailors, Olympians, World Champions, and offshore racing champions alike. AYC annually hosts a Spring and Fall Regatta series each year that attracts over 75 boats.



The American Yacht Club is making its debut at the Rolex New York Yacht Club Invitational Cup this year with a packed team of top amateur sailors and key club leaders. Peter Duncan and long-time crew Thomas Blackwell paired up to lead the endeavor as skipper and tactician, respectively. The two drafted crew members with prior experience sailing the IC37 and some of AYC's talented young members to join them on their hunt for the 2021 title. The American Yacht Club team showcases a balanced mix of top amateur sailors and active racers who serve as officers, most of which have gone through the Club's junior sailing program. Earlier in the summer sailing season, Duncan and Blackwell chartered an IC37 for a training regatta and will gather together with the crew to practice as a team on Narragansett Bay for a few days leading up to the start of the event.

Helm: Peter Duncan

Tactician: Thomas Blackwell



Crew Members

Collin Alexander

Key Becker

Rob Fear

Andy Giglia

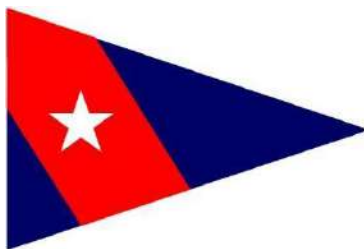
Elizabeth Luciano

Fiona Walsh

TEAM PROFILE: In his 50 years of competitive racing, Peter Duncan has accrued a slew of championship titles, most recently winning the 2017 and 2021 J/70 World Championship titles, and the 2021 J/70 North American Championship, and has been named Rolex Yachtsman of the year, American Yacht Club Yachtsman of the Year, and New York Yacht Club Yachtsman of the Year. Duncan is a past Commodore of the AYC, and is still an active leader at the Club.

Thomas Blackwell, the current Commodore of AYC, has also been racing competitively for 50 years, most notably in the Etchells class with podium finishes in several World Championship events. Commodore Blackwell is also an American Yacht Club Yachtsman of the Year.

Past Invitational Cup Results: No previous IC results



Eastern Yacht Club

Marblehead, Mass.

Club Profile: In 1870, a group of gentlemen from Boston organized themselves as the Eastern Yacht Club. Within a month, they had enrolled 100 members with 23 yachts. Construction of the clubhouse on Marblehead Neck was completed in 1881. Eastern yachts Puritan, Mayflower and Volunteer, successfully defended the America's Cup against the British in 1885, 1886 and 1887. Eastern's membership has included such celebrated yacht designers and



builders as Edward and Starling Burgess, Nathanael and L. Francis Herreshoff, Ray Hunt and Ted Hood. The club's roster of members includes some of the most successful sailors of their time including Charles Francis Adams, Chandler Hovey, Bradley Noyes, Ted Hood, Dave Curtis, Rich Wilson and Robbie Doyle.



Helm: William Lynn

Team Profile: Eastern Yacht Club has competed in three previous editions of the Rolex NYYC Invitational Cup, and boasts one of the most consistent scorelines in the event's history with a fourth place finish in 2011, and two third place finishes in 2015 and 2017. Helmsman William Lynn will lead EYC's fourth Invitational Cup team. While the ultimate prize has eluded Lynn and his crew, it's impossible to argue with Eastern's consistency, fourth in 2011, third in 2015 and 2017. Lynn will be joined once again by Pan Am Games competitor and Laser Masters world champion Ben Richardson along with his son Peter.

Tactician: Clinton Hayes

Crew Members

Rob Gorman
William Hundahl
Steven Kirkpatrick
Peter Lynn
Hannah Pollster
Benjamin Richardson
Katie Rodger

Former collegiate All-America selection Clinton Hayes will be calling tactics in 2021.

Past Invitational Cup Results:

2011: 4th Place, 2015: 3rd Place, 2017: 3rd Place



Howth Yacht Club

Dublin, Ireland

Club Profile: Howth Yacht Club was originally founded as Howth Sailing Club in 1895. Howth Sailing Club, which was a pure sailing club, later combined with Howth Motor Yacht Club to form Howth Yacht Club. It is located on the East coast of Ireland behind the north arm of Dublin Bay, sheltered between the scenic cliffs of Howth Head



and those of the island bird sanctuary of Ireland Eye. Howth Yacht Club prides itself on being a world-class international sailing venue and regularly hosts high level competitions including World, European, National and Regional championships as part of its busy annual sailing schedule.

The current modern clubhouse was completed in 1987 and further extensions have since been made to the building, grounds and the attached marina to facilitate the activities of over 2,000 members. Its membership makes Howth one of the largest sailing clubs in Ireland or the UK. Members have included the President and Taoiseach (prime minister) of Ireland, internationally recognised sailors, members of the Diplomatic Corps and many of the leading members of Ireland's business and political community.

Howth Yacht Club is the home of the World's oldest one-design racing keelboat class, the 'Howth Seventeen Footer'. This still thriving class of boat was designed by Walter Herbert Boyd in 1897 to be sailed in our local waters. The original five 'gaff-rigged topsail' boats that came to the harbour in the spring of 1898 are still raced hard from April until November every year, competing against the other boats of this historic class that have been built since the original five arrived.



Helm: Darren Wright

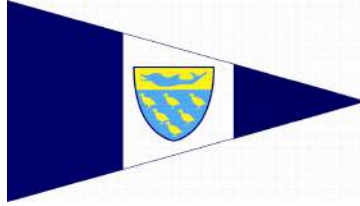
Co-Tacticians:
Laura Dillon & Rick de
Neve

Crew Members

Karena Knaggs
Luke Malcolm
Sam O'Byrne
Brian Turvey
Rocco Wright
Michael Wright

Team Profile: The core team have been sailing together for some years now, we compete in offshore races mainly. Most recently the 2019 Sydney to Hobart. The team includes three members of the Wright family, Darren who is helming, his 15-year-old son Rocco, who is the current 4.7 Laser National champion, and Darren's brother Michael with whom he sails on a regular basis on their Half Tonner Mata. They are the current holders of the Irish Half ton Cup.

Past Invitational Cup Results: No previous IC results



Itchenor Sailing Club

West Sussex, England

Club Profile: Itchenor Sailing Club is a lively, friendly, active sailing and racing club located in a beautiful setting in Chichester Harbour. They have a proud heritage and have successfully developed the Club into one of the leading dinghy and keelboat sailing clubs in the UK. From their jetties they run a comprehensive program of weekend racing for a mixture of keelboats (Swallow, Sunbeam and X-One Design) and dinghies (International 14, RS800 Company RS200, International 420, K6 and Mirror dinghy).



Helm: Barry Sampson

Team Profile: This will be the ISC's fifth time competing in the Rolex New York Yacht Club Invitational Cups, having competed in every event since 2011 except for 2013. The club's best finish was eighth in 2015.

In preparation for the 2021 Rolex NYYC Invitational Cup, the team has been practicing on their Melges IC37, which they bought in 2019 to train for this event.

The team will be once again led by Barry Sampson, who is an active keelboat racer aboard his Swan 42 *Long Echo*. After 50 years of racing, Sampson is well-acquainted with the regatta world; his widespread experience competing at the helm includes sixth place at Copa del Rey and most recently, 12th place at Rolex Swan Cup 2018.



Tactician: Tim Saxton

Past Invitational Cup Results:

2011: 18th Place, 2015: 8th Place, 2017: 9th Place, 2019: 13th Place

Crew Members

Robert Bailey
Richard William Dobson
Isabel Fitzgerald
Harvey Hillary
Neale Jones
Lisa McDanell
Henry Woods



New York Yacht Club

New York, USA

Club Profile: John Cox Stevens and eight other progressive New York yachtsmen founded the New York Yacht Club in 1844. In 1898, NYYC Commodore J. Pierpont Morgan donated three lots on West 44th Street in New York to build a new clubhouse. The Club acquired Harbour Court, in Newport, R.I., the former summer home of Commodore John Nicholas Brown, in 1987. It serves as an on-the-water clubhouse. The Club was the keeper of the America's Cup from 1851 to 1983.

Team Profile: As the host Club, the NYYC has competed in every edition of the Rolex New York Yacht Club Invitational Cup since the inaugural event in 2009, making this year the Club's seventh time competing. The NYYC won the 2009 Rolex NYYC Invitational Cup and has only made two other appearances on the podium in 2011 and 2015 with second-place finishes.



Skipper, Co-Helm:
Commodore
Christopher J. Culver

The Club representative for the 2021 Rolex NYYC Invitational Cup was chosen through a selection series, including the 167th Annual Regatta and the 2021 Melges IC37 National Championship. After finishing as runner-up in four prior attempts to represent the Club at the Rolex NYYC Invitational Cup, Commodore Christopher J. Culver emerged victorious this summer with co-helmsman Peter Levesque and the Blazer II team. Team leaders Culver and Levesque paired up and began preparing for this event two years ago. Together, they organized a campaign that focused on curating a team of NYYC's top young talent, fostering a positive team environment, and inspiring hard work and



Tactician, Co-Helm:
Peter Levesque

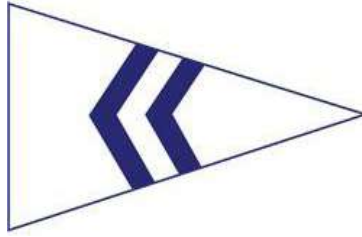
Crew Members
Peter Forsberg
Lyndsey Gibbons-Neff
Ed Lebens
Ian Storck
Hannah Lynn
Alden Reid
Patrick Shanahan

dedication. The Blazer II crew has been on the water training and competing consistently since 2020.

Commodore Culver has won three NYYC Annual events, an American Yacht Club Spring and Fall series, a Marion to Bermuda Race, an Ida Lewis Distance Race, and has been racing IC37's since 2019, recently winning Newport Race Week. Commodore Culver is the first sitting commodore to represent the NYYC in the event, and was involved in developing the vision of the IC37 for the Rolex NYYC Invitational Cup.

Levesque brings a wealth of knowledge, wisdom, and talent to the team with over 20 years of racing experience, two ISAF Team Race World Championship titles, four Hinman Team Race Championship titles, Coed College Sailing National Championship title, and many more.

Past Invitational Cup Results: 2009: 1st Place, 2011: 2nd Place, 2013: 9th Place, 2015: 2nd Place, 2017: 4th Place, 2019: 6th Place



Noroton Yacht Club

Darien, CT

Club Profile: “Our club isn't old, it isn't big, it isn't very fancy, but it's got something really going for it. It appeals only to those who love boats. Our facilities are good for boating, not so hot for anything else, and as a result we attract members who feel there is nothing quite so worthwhile as a boat.” As expressed by sailor Bob Bavier in a 1968 message to the membership. Some of our members are notable: Bavier, Mosbacher, Kirby, Foster, Cox, Wilson, Arneberg, Smart, Kostanecki, Isler and many more.



Helm: Karl Zieger



Tactician: Scott Macleod

Team Profile: A first-time entry, Noroton Yacht Club will be led by a pair of veteran keelboat and dinghy sailors, skipper Karl Ziegler and tactician Scott MacLeod. “Our club has a very small pool of members, however the depth of our talent is extensive. We put together our team firstly by forming a group of like-minded sailors who have spent many years sailing together in all sorts of different games and circumstances: fleet racing, team racing, distance racing, junior sailing, collegiate sailing and match racing. Age was not a factor. More than 50 percent of our crew are products of our club's own junior program extending over 50 years. We are a collaborative team who understands we are one team together made up of many individual components.”

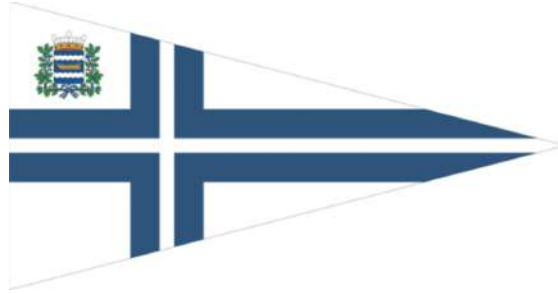
“We are not an experienced IC37 team. Our strength comes from sailing as a unit for many years in many

Crew Members

William Crane
Christopher Daley
Janet Grapengeter
Tucker Hersam
Debbie Probst
Howard Seymour

different events. With that in mind we have begun focusing on learning the boat: set up, trim, points of sail, boat handling, roles and responsibilities regarding this particular craft. We have begun with the basics provided by NYYC, the IC37 Class, North Sails, IC37 coaches, experienced friends and contemporaries. We will put in as many hours as is possible before the event with as many experienced sailors as we can round up.”

Past Invitational Cup Results: No previous IC results



Nyländska Jaktklubben

Helsinki, Finland

CLUB PROFILE: The club was founded in 1861 on March the 4th upon approval of its rules by Czar Alexander II in St. Petersburg. At the time Finland was called the Grand Duchy of Finland and it was part of the Russian Empire. The flag, white with a blue cross, was modeled on the flag of the Imperial Yacht Club in St. Petersburg. All boat clubs in Finland have the same flag only the badge indicates to which club the boat is registered.



TEAM PROFILE: The team trains at a Sailing Centre in Eastern Helsinki as well as with a J/70 in the Mediterranean circuit.

Past Invitational Cup Results

2009: 4th Place, 2011: 12th Place, 2013: 18th Place



Helm: Henrik Thelen

Crew Members
Niki Blässar
Camilla Cedercreutz
Jonas Dromberg
Jan Osterman
Mattias Therman
Samuel Thesleff



Tactician: Magnus Borg



Royal Bermuda Yacht Club

Hamilton, Bermuda

CLUB PROFILE: The Royal Bermuda Yacht Club, founded in 1844, is the third oldest 'Royal' club outside British shores and has established itself as one of the most premier yacht clubs in the world. RBYC provides programs for its 800 members, their families and guests including sailboat racing, cruising for sailors and power boaters, a vigorous RYA Training Centre, the RBYC Sailing Academy, social events, and first class dining and banquet facilities.



TEAM PROFILE: The RBYC team is built around people who have sailed with James McDonald's J/105 team over the past 15 years. A steady diet of one-design racing has prepared the team for the RBYC's third go at the Invitational Cup.

Past Invitational Cup Results:

2009: 6th Place, 2011: 16th Place



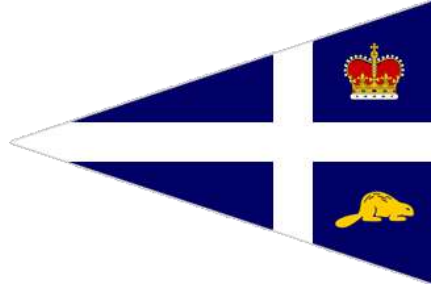
Helm: James Macdonald

Crew Members

Alison Hill
Alexandra Macdonald
Thomas Miller
Jeffrey Roach
Walter Smith
Paul Watson



Tactician: Jonathan Corless



Royal Canadian Yacht Club

Toronto, Ontario

CLUB PROFILE: With its two Clubhouses, one in the heart of the city and the other on the Toronto Islands, RCYC is one of the premier private clubs in Toronto. Our



welcoming community consists of active sailors and like-minded individuals who share an interest in yachting, sport and tradition. The mandate of RCYC is to promote excellence in competitive sailing and sports like squash, badminton, tennis and lawn bowling. Internationally, the Club is recognized for its world-class athletes and its affiliation with prestigious regattas.

TEAM PROFILE: This will be RCYC's fifth New York Yacht Club Invitational Cup. RCYC finished second in the inaugural edition in 2009 and won the trophy in both 2011 and 2013. The RCYC is the only club to have won the trophy more than once.

RCYC's team for the 2021 Rolex NYYC Invitational Cup is a mix of participants from previous IC teams combined with promising younger sailors who have advanced through the RCYC's Junior Club and other RCYC supported racing teams and development programs. The 2021 IC team was determined through a race-off regatta held at the RCYC in the fall of 2020. Since then, the team has been training in the Club's IC37's in Toronto to gear up for both the Canada's Cup and the IC.



Helm: Terry McLaughlin



Tactician: Lance Fraser

Crew Members

Sandy Andrews
David Jarvis
Andrew McTavish
Ingrid Merry
John Millen
Mariah Millen

Terry McLaughlin, six time helmsman of the RCYC team, is a sailing master who has raced for the past 53 years and along the way, has collected some of the world's most coveted sailing awards. Hailing from Toronto, McLaughlin is proudly known as Sail Canada's Rolex Sailor of the Year in 2001 and 2003, winning skipper of Canada's Cup in 2001 and 2003, and was recognized as an All-American Intercollegiate Sailor in 1977 and 1979. As a helmsman, he also won the silver medal in the 1984 Olympic Games and the 2015 Pan Am Games, and led his team to victory two consecutive times in the Rolex NYYC Invitational Cup in 2011 and 2013.

Lance Fraser will accompany McLaughlin for the second time as the RCYC team tactician, his first was in 2019. Also from Toronto, Fraser has spent the last 14 years racing in challenging, high-intensity sailing events. In his 14 years on the water, Fraser has been named the Bermuda Teen Athlete of the Year in 2011, qualified for and competed in six World Match Racing Tour Grade W Events, and can proudly say that he is the youngest skipper to ever qualify and compete in a WMRT event, doing so at age 17. At the helm, Fraser won the 2010 Bermuda J/24 National Championship and the RCYC York Cup in 2016, 2018, and 2019. Additionally, he placed 14th overall but first as a junior in the 2008 North American Snipe Championships, and reached a high of 34th (first in Canada and Bermuda and seventh in North America) on the World Sailing Match Racing Ranking.

Past Invitational Cup Results

2009: 2nd Place, 2011: 1st Place, 2013: 1st Place, 2015: 10th Place, 2019: 4th Place



Royal Cork Yacht Club

Cork, Ireland

CLUB PROFILE: By 1806 the Water Club of the Harbour of Cork had started to refer to itself as the Cork Harbour Water Club. During the 1820s, following the fashion of the few other clubs that had emerged by then, it changed its name to include the word “Yacht” and dropped the word “Water” and became known as the Cork Harbour Yacht Club. Later on that decade it dropped “Harbour” and became the Cork Yacht Club.



In 1831 King William IV granted the club the privilege of using the prefix “Royal” and it became known as the Royal Cork Yacht Club. By the 1960s changing economic and social patterns made Cobh less and less attractive as a base for the club. In 1966 the Royal Cork and the Royal Munster Yacht Clubs agreed to merge and the Royal Cork moved to its present premises in Crosshaven assuming the title “The Royal Cork Yacht Club, incorporating the Royal Munster Yacht Club”. The Royal Cork Yacht Club today encompasses a wide variety of sailing activities from young kids in their Optimist dinghies sailing right through the winter months to the not-so-young kids racing National 18s and 1720s during the remaining nine months. There is also enthusiastic sailing in Toppers, Lasers, RS Fevas and other dinghies.

TEAM PROFILE: Led by the O’Leary family, the RCYC stands out as one of the two yacht clubs to compete in all seven editions of the Rolex New York Yacht Club Invitational Cup since the competition first began in 2009. RCYC’s best finish was third place in 2019.



Helm: Anthony O'Leary



Tactician: Ben Field

Crew Members

Sophie Browne
Rebecca Coles
Cliodhna Connolly
Tom Murphy
Peter O'Leary
Robert O'Leary
Clive O'Shea

The RCYC team for the 2021 IC will be headed once again by Anthony O'Leary, with Ben Field by his side calling tactics. O'Leary began sailing in 1970 and started his sailing career in Cadets and J/24s, and over the years, he has managed to secure National titles in the Cadet, J/24, National 18, and 1720 sport boat classes, along with various IRC divisions. He also proudly captained the victorious Irish Teams at Rolex Commodores Cup in 2010 and 2014, and on the administrative side, he has spent many years chairing the Race Committee during Cork Week.

Field, a London, England native, is returning this year for the third time, having competed for the Royal Thames Yacht Club in 2017 as tactician, and for the Royal Cork Yacht Club in 2019. In his 30 years of racing experience, Field has racked up several World Championship titles in the J/80 class, J/111 class, the ISAF Team Racing World Championship, to name a few.

Past Invitational Cup Results:

2009: 5th Place, 2011: 8th Place, 2013: 4th Place, 2015: 7th Place, 2017: 11th Place, 2019: 3rd Place



Royal Swedish Yacht Club

Stockholm, Sweden

CLUB PROFILE: Founded in 1830, the Kungliga Svenska Segelsällskapet is one of the world's oldest yacht clubs. With 5,800 members, it's also one of the largest in the world. The club's base is in Saltsjobaden, outside of the Swedish capital of Stockholm, but also has installations at two islands in the archipelago where it hosts camps for children. KSSS teaches sailing to over 1,000 children each year and has a long, proud record of outstanding achievements both among its youth and more mature sailors. Royal Swedish Yacht Club's highest protector is His Majesty the King of Sweden.



TEAM PROFILE: After competing in Rolex New York Yacht Club Invitational Cups from 2013 to 2019, this year will be Royal Swedish Yacht Club (KSSS)'s fifth IC. The club has improved each year, culminating with a 10th in 2019.

Past experience at Rolex NYYC Invitational Cups have taught KSSS that the high level of competition calls for the introduction of a new class of sailors. After diligently researching the best combination of sailing competency, mixed crew, relevant boat experience and social skill set, KSSS thinks their team has it all this year.



Helm: Filip Engelbert
(Stig Filip George Engelbert)

“Team Elvis” is a strong and competent team with relevant sailing and social skills, and a number of them have 3 impressive years in the Solent's Fast 40 series. The team's main preparation for this year's IC has been to select the right crew and support them in any way possible. As a number of them are active racers in their own class, the club has not been required to assist them in racing, but rather from an administrative stance.



Tactician: Jakob Gustafsson

Crew Members

Anna Drougge
Joachim Ekdahl
Hanna Ericksson
Jimmy Hellberg
Marcus Högländer
Gustav Pettersson
Johanna Sommarlund

"Team Elvis" will be skippered by Filip Engelbert, who hails from Lidingö, Sweden, and brings with him 30 years of impressive racing experience. A snapshot of Engelbert's accomplishments on the water include placing third at both IRC Nationals and ORC Polish Champs as a skipper, and placing second at the 1985 Round Gotland Race as a crew member.

The tactician for KSSS's team for this year's Invitational Cup will be Jakob Gustafsson coming from Västmanland, Sweden with 35 years of racing experience behind him. Gustafsson is no stranger to high intensity racing, winning a 5.5 World Championship, several World Match Race Tour events, and a GC32 Tour event.

Past Invitational Cup Results:

2013: 20th Place, 2015: 15th Place, 2017: 12th Place, 2019: 10th Place



Royal Thames Yacht Club

London, England

CLUB PROFILE: The Royal Thames Yacht Club is the oldest, continuously operated yacht club in the world. It was established in 1775 when the Duke of Cumberland, brother of George III, put up a silver cup for a race on the River Thames and formed the Cumberland Fleet, which remains the alternative name of the club. The members originally met in coffee houses. From 1857, the club owned various properties in London, moving to 60 Knightsbridge, overlooking Hyde Park, in 1923. The present clubhouse is the result of a development of the site in 1961. Yachting originally took place on the Thames, but the Solent became increasingly important in the 1850s, as the steam train made for easy access to England's South Coast. The club has had many distinguished flag officers; traditionally the commodore has been a member of the royal family. Earl Mountbatten was commodore for 20 years; the current commodore is HRH Prince Andrew, the Duke of York. RTYC was the first non-Northern American team to place first at the Invitational Cup in 2015. This was made possible by their excellent academy, top dingy classes and the British Olympic Yachting Association.



Helm: John Greenland

TEAM PROFILE: RTYC has competed in every Rolex New York Yacht Club Invitational Cup with the exception of the 2011 edition. The club won in 2015, the first team from outside North America to claim the trophy.

John Greenland will be leading the RTYC team as helmsman in the Rolex NYYC IC for the sixth time. Greenland is a veteran Rolex NYYC IC sailor from London, England, who has sailed in all seven editions of the Cup, one of only four competitors to do so. John skippered for RTYC in 2009, 2013, 2015, 2017 and 2019 and did the



Tactician: Ian Dobson

Crew Members

Harry Edwards
William Edwards
Tara Gillespie
Nicholas Hornby
Emily Peters
Andrew Shaw

Alternates

Emma Geary

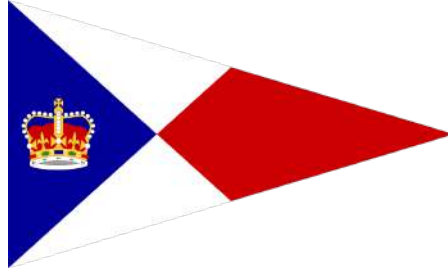
tactics for Royal Ocean Racing Club in 2011, with his best finishes being first in 2015 and third in 2013. He boasts a long list of winning championships and regattas; for starters, he is a European Team Racing and UK National Team Racing Champion, a three-time winner of the Commodore's Cup, and a one-time winner of the Copa del Rey, Swan Cup, and IRC Nationals.

Ian Dobson, a Rolex NYYC IC veteran as well, will be joining the RTYC team as tactician again this year after a break in 2019. Dobson has competed for the RTYC in three previous editions of the event. Ian is a two time World Champion and active team racer for over fifteen years.

As part of its training for this event, the team competed in the UK Cape 31 National Championship, finishing second. The Cape 31, like the IC37, is designed by Mark Mills.

Past Invitational Cup Results:

2009: 13th Place, 2013: 3rd Place, 2015: 1st Place, 2017: 5th Place, 2019: 7th Place



Royal Vancouver Yacht Club

Vancouver, BC

CLUB PROFILE: The Royal Vancouver Yacht Club was founded in 1903 with a mission to promote yachting, seamanship and fellowship amongst members, values that encompass tradition, sportsmanship, and community service. The Club has earned a reputation as one of the world's premier yacht clubs due to their rich history of both hosting world-class regattas at home and competing in them globally, including the Olympic and Paralympic Games.



RVYC's first headquarters was a small rented house at the foot of Thurlow Street in Coal Harbour, and today has a clubhouse with two restaurants and a bustling marina, an environmentally-friendly home port in Stanley Park, and seven Offshore Stations in the Strait of Georgia and Indian Arm to its over 5,000 members.

The RVYC's current focus is to elevate racing by participating in and hosting "Invitational" regattas to create a pathway for junior sailors to continue racing in their 20s, 30s, and beyond. We have ten women attending the upcoming Helga Cup in Hamburg, Germany in October.



Helm: Nigel Cochrane

TEAM PROFILE: The Royal Vancouver Yacht Club will make its debut at the Rolex New York Yacht Club Invitational Cup this year. The RVYC selected it's 2021 Rolex NYYC Invitational Cup team by sending a formal invitation to all Club members to apply for the team, and a selection committee intentionally selected the Club's top racers with an emphasis on youth and women led by four former Olympians. Vice-Commodore Brian Angus is leading the on land and logistics efforts, tapping into his experience from competing in the event twice before as a member of the



Tactician:
Hunter Lowden

Seattle Yacht Club. As the crew geared up for the event, they held organizational meetings, trained on similar asymmetrical boats, and attended rules seminars. The crew scheduled their arrival in Newport early to take advantage of the maximum possible five days of practice and hired a North Sails expert in Newport for local coaching expertise prior to racing.

The RVYC team will be led on the water by Olympians Nigel Cochrane on the helm and Hunter Lowden calling tactics.

Past Invitational Cup Results:
No previous IC results

<u>Crew Members</u>	<u>Alternates</u>
Leigh Andrew	Ben Mumford
Alexandra Edgar	Peter Wealick
Arthur Gooch	
Anna-Katarina Hoelk	
Carly Johnston	
Tam Matthews	
Benjamin Scott	



San Diego Yacht Club

San Diego, CA

CLUB PROFILE: Tucked away in beautiful Point Loma, the San Diego Yacht Club is consistently ranked among the top 5 yacht clubs in the Nation and is recognized by the Club Leadership Forum as one of the finest facilities of its kind in the world. The history of the San Diego Yacht Club in many ways parallels the remarkable growth and global prestige of the City of San Diego. International racing events have focused the world's attention on the accomplishments of local sailors since the late 1930s when San Diego won its first Star championship. Throughout its existence, the San Diego Yacht Club has evolved from a small gathering of boating enthusiasts joining together in 1886 to a world-renowned yachting community.



TEAM PROFILE: This year will be SDYC's second attempt at the Rolex New York Yacht Club Invitational Cup, after finishing as runner up in 2019, and the entire team will be returning to fight for the win. Qualifying for the 2019 Rolex NYYC Invitational Cup through the Resolute Cup made choosing the SDYC a little bit more straightforward. SDYC focused on building its team around the four members from the Resolute Cup, and filled in the gaps from there. Most of the crew have passed through the SDYC Junior Program and have raced with and against each other for years. Other team members filled in unique gaps in the team's roster, such as keelboat experience and a boat captain. In preparation for this year's IC, SDYC has been highly supportive of its team and has worked hard to help them get many days on the water. The team competed in the Sail Newport Regatta and spent a weekend in Newport practicing.



Helm: Tyler Sinks



Tactician: Jake La Dow

Crew Members

Carissa Crawford
Drew Freides
Max Hutcheson
Nicholas Kaschak
Nicholas Martin
Tori Porter Martin
Duncan Swain

While the SDYC team skipper, Tyler Sinks, is less than a decade out of college, his sailing accolades show that he is more than prepared to lead his team in the 2019 IC. Sinks' hometown is San Diego, but he received his undergraduate degree at Boston College, where he was a three-time Collegiate All-American (2009, 2010 and 2011), and a two-time Collegiate Sailor of the Year Finalist (2010, 2011). In his 20 years of racing, Sinks has become a hero for SDYC, leading his team to victory at the US Hinman Team Racing Championship in 2011, 2013, and 2014, the World Sailing Team Race World Championship in 2015, the Lipton Cup in 2015, 2017, and 2018, and the Resolute Cup in 2018.

SDYC's team tactician for this year's IC will be Jake LaDow, also coming from San Diego and bringing with him 17 years of racing experience. Similar to his fellow skipper, winning regattas is commonplace for LaDow. In his role of tactician, LaDow has won first place in the Corinthian division at the J/70 North Americans, the Lipton Cup, and the Governor's Cup. Additionally, he competed in Red Bull Youth America's Cup as a wing trimmer at age 19.

Past Invitational Cup Results:
2019: 2nd Place



Southern Yacht Club

New Orleans, LA

CLUB PROFILE: Southern Yacht Club traces its history back to the clubs founding in the Gulf Coast, resort town of Pass Christian, Mississippi, in the year 1849. Only the venerable New York Yacht Club can document an earlier founding date. As such, SYC is proud to bear the mantle of the second oldest yacht club in the United States. Over the years, Southern Yacht Club sailors have won four Olympic medals and numerous national and international championships. Through more than 160 years of prosperity and adversity, the Southern Yacht Club has maintained a tradition of keen competition, sportsmanship and eponymous hospitality.



TEAM PROFILE: This year will be Southern Yacht Club's third Rolex New York Yacht Club Invitational Cup, following their victorious debut in 2017. The SYC team for this year's Rolex NYYC Invitational Cup was selected through tryouts and previous experience on the winning 2017 IC team. Most of the current team members came up through the SYC youth program sailing Optimists. In preparation for the 2021 IC, the team has practiced in the Melges 32 on the Gulf Coast and in the IC37 in Newport.

In this year's Invitational Cup, the SYC team will be led by Johnny Lovell from New Orleans, and the SYC team's 2017 champion helmsman Marcus Eagan. Johnny Lovell, the SYC tactician, is a 4-time Olympian 1996-2008, 4-time collegiate All-American, and 11-time US Tornado Champion. He won an Olympic Silver Medal in 2004 and the Little America's Cup. As a tactician, he has won the Melges 32 Nationals. Eagan is returning to the team for the 2021 event, and brings a wealth of experience as a Viper 640 World and North American Champion, Melges 20 Corinthian World Champion, and a 2020 Melges IC37 National Champion.

Past Invitational Cup Results:

2017: 1th Place, 2019: 5th Place



Helm: Johnny Lovell

Crew Members
Andrew Eagan
Christian Gambel
Joseph Kuebel
Dwight LeBlanc
Katy Lovell
Rick Merriman
Miia Newman



Tactician: Marcus Eagan



The San Francisco Yacht Club

Tiburon, CA

CLUB PROFILE: Founded in 1869, San Francisco Yacht Club is the oldest yacht club in North America west of the Mississippi River. With its sublime setting, superb harbor and stunning views of the San Francisco skyline, it's widely recognized as a premier yachting facility and one of the finest anchorages in the Bay Area. With year-round operations, the club offers its members a protected harbor, a dry-sail area, a clubhouse with full-service restaurant and bar, and a new Cove House events center opened in 2020. SFYC has earned recognition as one of the leading yacht clubs in the country, hosting local, national and international regattas. Its youth sailing program is one of the strongest on the West Coast and welcomes over 200 young sailors each year. Committed to the Corinthian spirit of the sport, SFYC also offers sailing instruction to members and non-members aboard its fleets of RS21s, J/24s, Optimists, 420s, Lasers and Flying Juniors.



Helm: Shawn Bennett

TEAM PROFILE: After nearly a decade, The San Francisco Yacht Club is returning to compete in the Rolex NYYC Invitational Cup. Helmsman Shawn Bennett is one of two returning members from the SFYC's 2013 team, partnered with Tactician, and current Commodore Don Jesberg to select SFYC's 2021 IC team. The crew was decided based on skill, experience, and team construction, and three of our teammates were developed through our youth sailing program, including our tactician and current Commodore, Don Jesberg. In preparation for the event, the SFYC team all did fitness training, cross training in one design classes similar to



Tactician: Donald Jesberg

the IC37, video debriefs and remote coaching, on-water practice prior to the event.

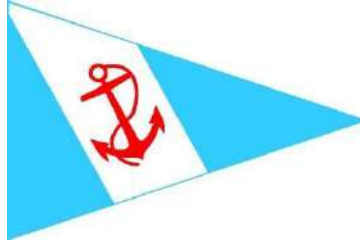
Bennet and Commodore Jesberg will be a force to reckon with, both sporting deep resumes filled with international event titles. As helmsman, Bennet has won J/70 Corinthian World Championship, US Match Racing Championship, and two J-105 North American Championships, to name a few. Commodore Jesberg is a Melges 24 Corinthian World Champion, Etchells Corinthian World Champion, Melges 32 North American Champion helmsman.

Crew Members

Eric Baumhoff
Ethan Doyle
Melissa Feagin
Gregory Felton
Matt Frymier
Nicholas Gibbens
Dana Riley Hayes

Past Invitational Cup Results:

2013: 13th Place



Yacht Club Argentino

Buenos Aires, Argentina

CLUB PROFILE: The Yacht Club Argentino was founded on July 2, 1883, making it the oldest yacht club in Latin America. It has nearly 3,000 members who enjoy the club's four locations (Buenos Aires, San Fernando, and two in Mar del Plata). The YCA, along with other international clubs, played an integral role in founding the International Yacht Racing Union (now World of Sailing) in 1907. The YCA organizes the most important Latin American championship, with more than 500 boats, including one-designs from Optimists to Soto 33s. The club also organizes major offshore races such as Buenos Aires-Rio, South Atlantic Rolex Cup, and Buenos Aires-Mar del Plata. Among its current members are Olympic medallists Juan de la Fuente, Javier Conte, and Lucas Calabrese.



TEAM PROFILE: The Yacht Club Argentino has competed in five previous editions of the Rolex New York Yacht Club Invitational Cup and was awarded the Corinthian Spirit Award in 2019. Most of the YCA's 2019 Invitational Cup team is returning this year and is a mix of seasoned and young sailors from the Club's sailing program.



A bulk of the crew has been sailing together all year in the Soto 33 fleet, a boat which in many ways is similar to the IC37.

YCA's skipper for this year's Invitational Cup, Emilio Miguel, returns to Newport after placing fifteenth in the 2019 IC. Hailing from Key Biscayne, Fla., with 40 years of racing behind him, Miguel has experience on his side. This year alone, he placed second at the YCA Blitz Regatta 2019 and 30th at the Miami Bacardi Cup 2019,

Helm: Emilio Miguel



Tactician: Cristian Frers

Crew Members

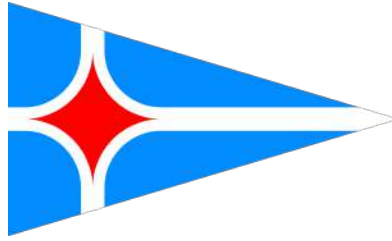
Facundo de Achaval
Jorge Eiras
Gonzalo Julian Nandin
Ana Lucia Silva
Pablo Tedin
Toribio Tedin
Maria Trinidad Silva

both at the helm. Apart from racing, Miguel is the Argentina national representative in Optimist, Cadet, 470, Soling, Lightning, J24 and ORC, and is a member of both YCA and Key Biscayne Yacht Club.

Cristian Frers will be the Tactician for the YCA team in the 2021 IC. Like Miguel, he was a member of the YCA's 2019 Invitational Cup team. Frers has raced for 40 years, and in his role as a tactician he placed second in both the YCA Blitz Regatta 2019 and the YCA Semana de Buenos Aires. Buenos Aires, Argentina, is home for Frers, and he is deeply involved in both yachting and philanthropy in his community; he is a Board member at YCA and Head of Yachting Commission, and both a Board member and co-manager of ASANA, a pro-bono association to support kids with down syndrome.

Past Invitational Cup Results:

2011: 10th Place, 2013: 8th Place, 2015: 16th Place,
2017: 8th Place, 2019: 9th Place



Yacht Club Costa Smeralda Porto Cervo, Costa Smeralda

CLUB PROFILE: The Yacht Club Costa Smeralda was founded in 1967 by H.H. the Aga Khan, André Ardoin, Giuseppe Kerry Mentasti, and Luigi Vietti as a non-profit sporting association to promote the sport of sailing. Since then, YCCS has earned a place at the forefront of international sailing for organizing some of the sport's most prestigious events and through the success of its members who represent the Club at events all over the world.

The YCCS has also supported and promoted international campaigns such as Azurra, Italy's first-ever Challenger for the America's Cup in 1983, and an Italian sporting icon.



Helm:
Antonio Sodo Migliori

TEAM PROFILE: Yacht Club Costa Smeralda's Team Captain Filippo Maria Molinari is returning for his third Rolex New York Yacht Club Invitational Cup, accompanied by skipper Antonio Sodo Migliori, 2019 tactician Edoardo Mancinelli Scotti, and Andrea Cinerari returning for their second time. This year, Ettore Botticini will be tactician. To fill vacant positions on the team Molinari scouted talent from the Club's membership, sailing school, and the Young Azzurra Project. To gear up for the 2021 Rolex NYYC Invitational Cup, the team competed together in some events in the Mediterranean.

Migliori comes with a slew of sailing highlights including 7 World and 12 European titles across multiple classes including Farr 40, IMS, IOR, Mumm 30, J24, Star and Finn.



Tactician:
Ettore Botticini

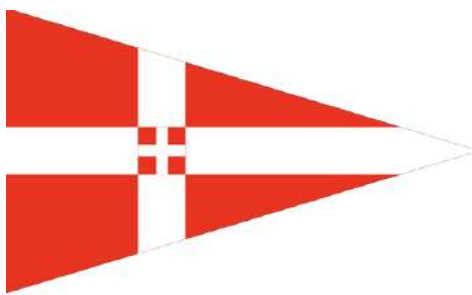
At a mere 25 years old, YCCS's tactician Botticini has already racked up an impressively decorated resume that includes three world championship titles: ISAF Youth Match Race World Champion (helm), Melges 32 Corinthian World Champion (tactician), and Swan 45 World Champion (trimmer). Botticini is the helmsman of YoungAzzurra, current leader of the 69F Grand Prix.

Crew Members

Fiippo Maria Molinari,
Team Captain
Francesca Bergamo
Andrea Cinerari
Edoardo Mancinelli Scotti
Erica Edda Ratti
Luigi Stoppani
Andrea Straniero

Past Invitational Cup Results:

2009: 9th Place, 2019: 11th Place



Yacht Club Italiano

Genoa, Italy

CLUB PROFILE: Founded in 1879, Yacht Club Italiano is the longest-standing sailing club in Italy and one of the oldest in the Mediterranean. The Club is proud to have approximately 1,100 members. Since its inaugural regatta in August of 1880, YCI aims have always been to promote the sport of yachting, organize national and international regattas, and instruct young people in the art of sailing. In 1930, from his yacht Elettra, anchored in the Duca degli Abruzzi Marina in Genoa, Club member



Guglielmo Marconi famously lit the Sydney Town Hall using a switch operated by radio. In 1936, the 8 Metre Italia won gold at the Games of the XI Olympiad in Kiel. More recently, YCI competed in the 1987 America's Cup with the 12 Metre Italia. Many club members are key figures in the history of international yachting; a special mention goes out to Luigi Durand de La Penne and Beppe Croce, President of the Club for 28 years and the first President of World Sailing from a non-English speaking country. In more recent times, notable Club members Luca Devoti and Alessandra Sensini added Olympic and other medals to the Club's already impressive trophy cabinet.

TEAM PROFILE: Ilaria Paternoster will return to lead the Yacht Club Italiano team in its fifth attempt to win the coveted Rolex New York Yacht Club Invitational Cup, this time as the sole helmsman. Only three other crew members from the 2019 team are returning to compete in the 7th edition this year, including accompanied by 2019 co-skipper Michele Remagnino, Andrea Bianchedi, and Chiara Saglietti. Matteo Cappurro, a new addition to the YCI team roster, will be tactician for this year's event. New members of the Club's team were selected based on their racing experience, passion, and devotion to the Club, and are all part of the YCI's junior sailing program.



Helm: Ilaria Paternoster



Tactician: Matteo Capurro

Crew Members

Andrea Bianchedi
Filippo Burchi
Andrea Chiappe
Giorgio De Mari
Matteo Puppo
Michele Remagnino
Chiara Saglietti

In preparation for the 2021 Rolex NYYC Invitational Cup, the team practiced extensively by racing together on different types of boats and training with members from their old team.

Paternoster, from Genoa, has been racing for 15 years, and in the past few years she has proven her sailing skills on the international stage. Paternoster's resume includes winning the 2012 ISAF 420 Womens Youth Sailing World Championships 420 Girls and the 2013 420 Junior European Open Championship and Women's Championship, finishing 3rd at the 2016 470 Junior Worlds, and most recently finishing 5th overall at the 2018 World Cup Series - Round 1 in the Women's 470 class.

Cappurro, from Genova, has also racked up an impressive list of achievements in his 16 years of sailing experience. Currently, he is training and competing in the Men's 470 Class, and most notably has won a Junior European Championship title.

Past Invitational Cup Results:

2009: 18th Place, 2013: 14th Place, 2015: 14th Place, 2019: 9th Place



HARBOUR COURT



**FAQ's relating to NYYC & Harbour Court
For participants and Guests of the 2021 Rolex NYYC Invitational Cup
September 11-18, 2021**

New York Yacht Club, Harbour Court
5 Halidon Avenue
Newport, RI 02840
+1 401 846 1000

How do I use the clubhouse?

- Regatta Participants and their guests will enjoy full use of the Harbour Court facility while in Newport. Simply complete the online Guest Registration form and your Guest Card will be waiting for you at the Quartermaster's Desk upon your arrival. The bearer may present this card to service personnel at any time and will be accorded the same cordial service we routinely offer our club members. Charges may be settled by credit card. [Click here](#) for the online Guest Registration Form.

What are the hours of operation?

- The Clubhouse is open Tuesday through Sunday. The Bolero Grill, the club's casual dining room, is open for breakfast from 7:30am to 10am, Lunch from 11:30am to 3pm and Dinner from 5:30 to 9pm. The bar is open continuously from Noon through 11pm.
- Additionally, the Invitational Cup hospitality villa will offer morning coffee and after-racing snacks and bar service.

What is the Dress-code?

- Tasteful casual and sailing attire are permitted on the grounds throughout the day. After 1800, collared shirts are required for gentlemen in the Bolero Grill, Sailor's Terrace and Formal Dining Rooms. Although jackets are not required, they are encouraged.
- Blue denim jeans are not permitted on property.

May I make reservations to dine?

- Reservations are required to obtain a table in the Bolero Grill. Short waits are occasionally necessary, but may be comfortably spent enjoying Harbour Court's stunning hill-top views! Reservations are accepted for parties of up to 12 people.
- Dining by reservation is available in the Main House Dining Rooms. Jackets are required for gentlemen. To reserve a table please call 401.846.1000, or email dininghc@nyyc.org or inquire at the front desk.

Is wireless connectivity available?

- The Main Clubhouse, Sailing Center, Station 10, Lower Lawn and Pier areas are all covered by wireless service. Access is free. The password is *nyyc1844*.

Are Overnight Rooms available?

- Most overnight rooms are booked for the week of the Invitational Cup. However, should you require a room prior to or after the regatta it may be arranged at the front desk at 401.846.1000 or at

quartermastershc@nyyc.org. Please feel free to contact the desk to inquire about rooms that may be available due to cancellations.

Are moorings and Launch Service available?

- The Club operates a launch within the Brenton Cove area, near the clubhouse. The launch monitors VHF Channel 74. For service to moorings outside the mooring field, including trips to the Newport waterfront area, please hail Oldport Launch VHF Ch 68.
- The Club has limited moorings, some of which will be in use in support of the regatta. If your Club will have a spectator boat, you may check with Michael Reardon, NYYC Waterfront at 401.608.1159. You may also arrange a mooring in Newport Harbor via Oldport Marine at VHF Ch 68
- There is a designated anchorage area within reach of the club's launch service. To obtain permission to anchor in this area please contact the Newport Harbormaster at 401.846.1625

What is the best way to get around Newport?

- Uber and Lyft provide the most convenient form of public transport on the island. Taxi service is also available and generally arranged by telephone. All three services provide travel to the Providence Airport.

A-1 Cab	401-841-0411
ABR TRANSPORT	401-848-9729
COZY CAB SERVICE	401-846-2500
NEWPORT CITY TAXI	401-662-1407
RAINBOW TAXI CAB	401-849-1333
ORANGE CAB	401-841-0030

What is the history of Harbour Court?

- A short, informative book on the history of the Harbour Court building is available in the Library for viewing and at the front desk for purchase.
- A walking tour pamphlet covering the grounds and outbuildings is also available at the front desk.

Who's who at Harbour Court?

James Boyd, General Manager	boydj@nyyc.org
Lynn Lynch, Director of Sailing	lynchl@nyyc.org
Beth Duggan, Racing Coordinator	dugganb@nyyc.org
Jen Davies, Cruising & Sailing Events Coordinator	daviesj@nyyc.org
Alexandria Lucas, Clubhouse Manager	lucasa@nyyc.org
Arthur Barrette, Executive Chef	barrettea@nyyc.org
Julie Kasley, Director of Special Events	kasleyj@nyyc.org
Pete Cavanaugh, Operations Manager	cavanaughp@nyyc.org
Matt Delaney, Chief Engineer	delaneym@nyyc.org
Michael Reardon, Waterfront	reardonm@nyyc.org

Where can I find information about Newport in general, beyond Harbour Court?

- Visit www.gonewport.com for a complete overview of the Newport area including tourist attractions, visitor information and other valuable information.