



September 10-15, 2018
Newport, Rhode Island

SAILING INSTRUCTIONS incorporating AMENDMENT 1 *(changes in red)*

The Organizing Authority (OA) is the New York Yacht Club Regatta Association, Inc. The regatta website can be found at <https://nyyc.org/resolute-cup>.

1 RULES

- 1.1** The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS).
- 1.2** Sonar-type boats will be provided by the OA. SI Addendum A – Handling of Boats and SI Addendum B – Equipment List shall apply. Sonar Class Rules shall not apply.
- 1.3** World Sailing (WS) Sailor Classification Code, Regulation 22 will apply. All competitors shall be Group 1. Information on how to apply can be found at <http://members.sailing.org/classification>. Any unclassified sailor shall be deemed to be Group 3 and ineligible to sail.
- 1.4** On the water umpiring will be used as detailed in SI Modified Addendum Q – Umpired Fleet Racing for all races.
- 1.5** The umpires may impose points penalties for breaches of RRS 14 as described in SI ~~14.4~~, 14.5, 14.6 and SI Addendum C – Penalties for Damage. This changes RRS 63.1, 64.1, 90.3 and A4.
- 1.6** When the Race Committee signal boat displays flag “K” at or before the warning signal, spinnakers shall not be used for that race.
- 1.7** RRS 62.1 is changed by adding:
(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.
- 1.8** USCG-approved PFDs shall be worn at all times while racing except while actively adding or removing clothing. This changes RRS 40. Competitors must supply their own PFDs. PFDs shall be worn outside of all clothing except team identification bibs. A breach of this sailing instruction is subject to protest only by the Race Committee or Protest Committee. This changes RRS 60.1(a).
- 1.9** Any boat observed breaking RRS 55 is subject to protest only by the Race Committee, Protest Committee or umpires. This changes RRS 60.1(a).
- 1.10** If there is a conflict between the notice of race and the sailing instructions, the sailing instructions shall take precedence.
- 1.11** Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI 6, Addendum A and Addendum B. Competitors may not protest for a breach of Addendums A or B. This changes RRS 60.1(a). Prohibited actions in Addendum A.2 are subject to protest by the Protest Committee, or an umpire initiated penalty on the water, as indicated.



- 1.12 Participation in this regatta is by invitation. Any team that, in the opinion of the OA, handles its boat in an unsafe or dangerous manner, including a collision resulting in injury or serious damage, or multiple collisions, or demonstrates poor seamanship, poor sportsmanship or misconduct may have their invitation revoked and be excused from the regatta. In addition, and separate from the decision of the OA, the Protest Committee may initiate proceedings under RRS 69.
- 1.13 ~~In accordance with RRS 70.5(a), decisions of the Protest Committee are final. US Sailing's permission has been granted. If the requirements are not met, the decisions of the Protest Committee may be appealed. US Sailing's permission is limited to the opening series. Competitors may appeal decisions of the Protest Committee in the medal races. Competitors may appeal decisions of the Protest Committee in the medal races as provided in SI Modified Addendum Q.~~
- 1.14 The Protest Committee may impose suitable penalties, other than disqualification for violation of non-Part 2 Rules. This changes RRS 64.1.
- 1.15 US Sailing prescriptions 63.2 and 63.4 are deleted.

2 NOTICES TO COMPETITORS

Notices, including race results and amendments, will be posted on the official notice boards located in the courtyard of the NYYC Sailing Center at Harbour Court. This information may also be posted on the Resolute Cup website.

3 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect. Flag "Lima" will be flown in accordance with SI 4.1 to signify such posting.

4 SIGNALS MADE ASHORE AND COMMUNICATION

- 4.1 Flag signals will be flown from the western yardarm of the flagpole at Harbour Court.
- 4.2 When Pennant "AP" is displayed ashore, "one minute" is replaced with "not less than one hour" in Race Signal "AP".
- 4.3 The Race Committee will communicate with the fleet on VHF channel 77.

5 SCHEDULE

5.1	Monday, September 10	1300-1800	Registration & Weigh-in
		1400-1700	Optional Practice
		1800	Classification Protest Time limit
Tuesday, September 11	0900-0930	Late Registration & Weigh-in	
		0930-1030	Umpire Briefing (Mandatory for skippers; recommended for all)
		1200-1600	Mandatory Practice
		1630-1730	Competitor Debrief
		1800	Competitors Meeting (Mandatory for skippers and spectator boats)
	Wednesday, September 12	1030	First Warning Signal
	Thursday, September 13	1030	First Warning Signal
	Friday, September 14	1030	First Warning Signal
	Saturday, September 15	1030	First Warning Signal

- 5.2 There will be a mandatory Competitors' Briefing each race day morning at 0830 in the regatta tent. A representative from each team shall be present each day.
- 5.3 Multiple races are scheduled. The format is described in Addendum D – Format and Rotation Example.
- 5.4 No warning signal shall be made after 1600 on Saturday, September 15.

6 BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

- 6.1 Sonar-type boats will be provided by New York Yacht Club for charter by competing teams. The boats have been equalized in performance potential to the extent possible and organized into fleets. An alternate boat(s) may be substituted in case of a breakdown. Claims regarding the performance of the boats will not be grounds for a redress request. This changes RRS 62.1(a).

- 6.2 All equipment shall be used as supplied and no changes, additions or subtractions shall be made other than those permitted by the sailing instructions or the OA. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.
- 6.3 Addendum A - Handling the Boats lists items and actions that are prohibited, permitted and mandatory.
- 6.4 Addendum B - Equipment List details all equipment that shall be onboard at all times.
- 6.5 Addendum E - Boat Assignments and Rotations will contain the boat assignments and rotations.

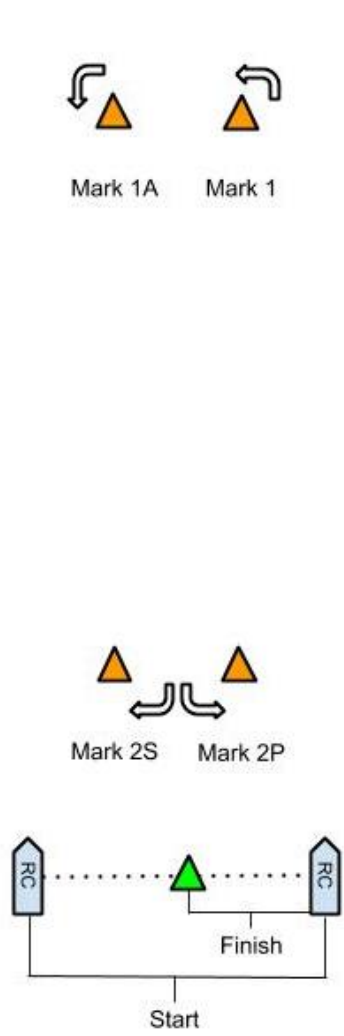
7 RACING AREAS

The racing area will be on Narragansett Bay. The location of the rendezvous area will be announced at the Competitors Meeting each day.

8 COURSES

8.1 Course Diagrams

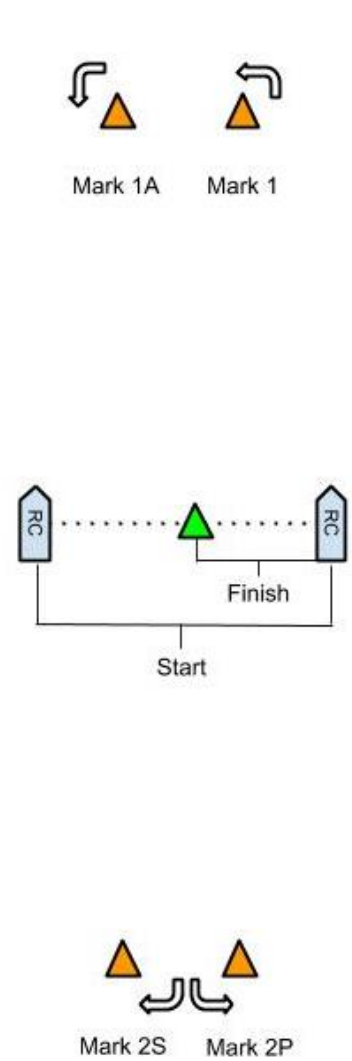
COURSE W - Even # of Legs



COURSE W - Odd # of Legs



COURSE V



8.2 Course “W”

- (a) The course will be a windward/leeward configuration. A numeral pennant indicating the number of **LEGS** to be raced will be flown beneath Flag “W”.
- (b) The leeward mark will be set approximately 0.10 NM to windward of the starting line.
- (c) Except when there is a change of course:
 - (i) 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
 - (ii) the finish for a course with an odd number of legs will be approximately 0.10 NM to windward of the last windward mark.
- (d) On a course with an even number of legs, when a boat is on the final leg sailing to finish, mark 2S/2P is no longer a mark of her course.
- (e) On a course with an odd number of legs, when a boat is on the final leg sailing to finish, marks 1 and 1A are no longer marks of her course.

8.3 Course “V”

- (a) The course will be a windward/leeward configuration with the leeward mark to leeward of the starting/finishing line.
- (b) The course will be Start–Mark 1–Mark 1A–Mark 2S/2P–Finish.

8.4 Mark 1A is an offset mark set off of mark 1.

8.5 Mark 2S/2P is a gate. In the event one of the gate marks is missing, the single remaining mark shall be rounded to port. It is the intention of the Race Committee to use gate marks at the end of leeward legs.

8.6 Marks shall be rounded in order and left to port, except that a gate, when used, shall be rounded as described RRS 28.2(c).

9 MARKS

9.1 Marks 1, 1A, 2S and 2P will be orange inflatables.

9.2 The starting mark will either be a Race Committee signal boat displaying an orange flag or a yellow inflatable.

9.3 The finishing mark will be a green inflatable.

9.4 New marks, as provided in SI 12, will be yellow inflatables.

10 THE START

10.1 Races will be started using Appendix U.

10.2 To alert boats that a race or sequence of races will begin soon, a white flag bearing the Resolute Cup logo will be displayed with one sound at least five minutes before a warning signal is made.

10.3 The starting line will be between a staff displaying an orange flag on the Race Committee signal boat and a staff displaying an orange flag on the port end signal boat OR the course side of the starting mark, as described in SI 9.

10.4 A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

11 INDIVIDUAL RECALLS

11.1 Individual recalls will be signaled according to RRS 29.1. This changes RRS Appendix U and SI 10.1.

11.2 The Race Committee will endeavor to hail boats observed to be OCS at the start over the VHF channel and/or by voice. Failure to hail, the timing or the order of any such hails will not be grounds for requesting redress. This changes RRS 62.1(a).

12 CHANGE OF THE NEXT LEG OF THE COURSE

12.1 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.

12.2 The Race Committee may change the course by up to five degrees in bearing and/or 0.2 nm in length without a signal or change of mark color. This changes RRS 33.

13 THE FINISH

13.1 The finishing line will be between a staff displaying an orange flag on a Race Committee boat and the course side of the finish mark as described in SI 9.

13.2 The same Race Committee boat may or may not start and finish each race.

14 PENALTY SYSTEM

14.1 SI Modified Addendum Q applies to all races.

14.2 Red flags will be provided by the OA to each yacht to be displayed when protesting another yacht in accordance with SI Q2.1.

14.3 No part of a penalty turn shall be taken within the zone of any rounding mark or between the windward mark and the offset mark. The head of a boat's spinnaker shall be below the gooseneck while the boat is taking a penalty.

14.4 When damage occurs or is likely to have occurred, regardless of whether a boat has been penalized or an umpire has instructed a boat to report to the Bosun for damage inspection, that boat shall report to the Bosun immediately at the end of her rotation on the water.

14.5 When there is an incident with damage, a minimum of two umpires may call for a damage inspection as soon as practical after the race. The umpires may protest one or more boats, or may determine that a Points Penalty, as described in SI Addendum C, is warranted for one or more boats, without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and penalty(ies) that will be imposed. Only at the time of being so informed may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the Protest Committee, which shall schedule a hearing. The Protest Committee may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty(ies) by reporting it to the Race Committee.

14.6 Security Zone - Umpires may signal a penalty for a breach of SI 24.3 by blowing a whistle and pointing a red flag at the penalized boat. The failure of the umpires to make this signal at the time of the breach does not preclude them from observing the breach and penalizing a boat(s) after the race. ~~At the finish, the umpires will post all such infractions on the Protest Committee Notice Board within the protest time limit at the end of each day inform the competitors of all such infractions.~~ This changes RRS 60.3 and 63.1, and SI Modified Addendum Q4.1.

15 TIME LIMIT

15.1 The time limit for the first boat to sail the course and finish is 60 minutes. If no boat has passed the first mark within 30 minutes, the race will be abandoned.

15.2 Boats failing to finish within 20 minutes after the first boat sails the course and *finishes* will be scored Did Not Finish (DNF) without a hearing. This changes RRS 35, A4 and A5.

16 PROTESTS AND REQUESTS FOR REDRESS

16.1 Protests and requests for redress shall be in accordance with SI Modified Addendum Q.

16.2 Protests and requests for redress need not be in writing, but forms will be available from the Sailing Office in the NYYC Sailing Center should a competitor wish to complete one for hearings held ashore.

16.3 If protest hearings are held ashore, they will take place in the Jury Room at the NYYC Sailing Center. The Protest Committee will attempt to hear protests in the order of receipt. Representatives of yachts who are parties to a hearing shall remain on call in the vicinity of the Protest Committee Room.

16.4 The Protest Committee will attempt to post a list of hearings on the Official Notice Board no later than 30 minutes after the Race Committee Signal Boat has docked.

16.5 RRS 63.5 is changed by adding, "A protest involving contact may be heard by the Protest Committee even though the requirements of RRS 61.1(a) and 61.3 have not been fulfilled."

16.6 Breaches of SI 20, SI 21, SI 24.3, ~~SI A2.15, SI A2.17, SI A2.18, SI A2.19,~~ SI A2.20 and NOR 18 will not be grounds for a protest by a boat. This changes RRS 60.1(a).

16.7 Breaches of SI 24.3 may be penalized on the water only by the umpires. However, a breach may also be protested by the umpires, ~~or~~ Protest Committee ~~or Race Committee~~. A two-point penalty shall be assessed without a hearing unless the boat has gained a significant advantage, in which case the Protest Committee may give a larger penalty. This changes RRS 60.3, 63 and A4.

16.8 Video and/or photographs taken from any support, spectator, and/or coach boat shall not be presented as evidence at protest hearings by a competitor. The Protest Committee may present, as evidence, publicly available photos or video. Data from any tracking system, if used, may only be presented as evidence by the Protest Committee. This changes RRS 63.6.

- ~~16.9~~ On the last scheduled day of racing only, a written request for reopening a hearing shall be delivered to the Protest Committee:
- ~~a) Within the protest time limit if the requesting party was informed of the Protest Committee's decision on the previous day; or~~
 - ~~b) No later than 30 minutes after the requesting party was informed of the Protest Committee's decision on that day; or~~
 - ~~c) If no races are held on the last scheduled day of racing, within one hour after racing has been abandoned. This changes RRS 66.~~
- 16.10 On the last scheduled day of racing, a request for redress based on a Protest Committee decision shall be delivered in writing no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- ~~16.11 In accordance with RRS 70.5(a), decisions of the Protest Committee are final. US Sailing's permission has been granted and is limited to the opening series. If US Sailing's requirements are not met, the decisions of the Protest Committee may be appealed. Competitors may appeal decisions of the Protest Committee in the medal races as provided in SI Modified Addendum Q.~~

18 SCORING

- 18.1 Multiple races are schedule.
- 18.2 Scores from the opening series will carry over to the medal races.
- 18.3 Eight races are required to be completed to constitute the opening series and the regatta.
- 18.4 (a) When fewer than nine opening series races have been completed, a boat's series score will be the total of her race scores.
- (b) When from nine to 17 opening series races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
- (c) When 18 or more opening series races have been completed, a boat's score will be the total of her race scores excluding her two worst scores.
- 18.5 All scores in the medal race(s) shall be included.
- 18.6 For the medal races, RRS A4.1 is changed so that the points are doubled. RRS A4.2 is changed so that the scores are based on the number of boats assigned in that race and then doubled.
- 18.7 For boats assigned to compete in the medal races, ties will be broken by the medal race scores. This changes RRS A8. For tied boats with the same point scores in the medal races, ties will be broken applying RRS A8 to the opening series scores.
- 18.8 Boats assigned to the medal races will be ranked ahead of boats that are not assigned to the medal races.

19 REPLACEMENT OF CREW OR EQUIPMENT

- 19.1 Teams shall consist of three or four crew members, including the skipper, all of whom shall sail the entire regatta.
- 19.2 Prior to 1800 on Tuesday, September 11, 2016, 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 written permission of the Protest Committee.
- 19.3 Breakdown Flag: Before the warning signal of a race, a boat may display a yellow breakdown flag provided by the OA to signal a breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position close to leeward of the Race Committee signal boat and remain there, unless otherwise directed. The time allowed for repairs, if any, shall be at the discretion of the Race Committee.
- 19.4 After the warning signal, a race may be postponed or abandoned at the discretion of the Race Committee if the breakdown flag was displayed as required by SI 19.3.
- 19.5 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.

20 COACHING & SUPPORT BOATS

- 20.1 Coach and other support persons must register with the Organizing Authority prior to the first day of racing. Coach or support boats shall display the burgee (a minimum of 12" on the hoist) that they have supplied of the yacht club with which they are associated, along with an identifying flag issued by the Organizing Authority, at all times while they are on the water.

- 20.2** All registered coach and support boats will carry on board and operate while on the water a VHF radio capable of transmitting and receiving on US VHF Channels and agree to assist the Race Committee if directed to do so.
- 20.3** Other than cheering, individual support or coach boats shall not have contact of any nature including radio, telephone, text messaging, email or other computer/smartphone technology, vocal signal, visual signaling of any kind, or the transfer of equipment, persons or victuals, with a yacht from the time the yacht leaves the dock or mooring each day until the yacht has finished the final race of the day, except with the specific permission of the OA or Protest Committee.
- 20.4** Registered coach and support boats and their personnel shall stay outside the racing area and at least 100 yards from any boat that is racing, except at a mark rounding or the finish where they shall stay at least 50 yards from the mark or finish line.
- 20.5** Any breach of SI 20.1, 20.2, 20.3 or 20.4 by a support person or vessel may result in the Protest Committee convening a hearing under RRS 60.3(d) and 63.1. The Protest Committee may take action against a support person acting under RRS 64.4(a), and acting under RRS 64.4(b) may penalize any or all boats serviced by that support person.

21 HAUL-OUT AND BOTTOM-CLEANING RESTRICTIONS

The OA will provide bottom cleaning for all boats. Competitors shall not clean, sand or fair the bottom or foils of their boat, or arrange for such work to be done.

22 PRIZES

- 22.1** The winning team shall be awarded the Resolute Cup and shall have their yacht club's name engraved on the perpetual trophy. The trophy shall remain in the possession of the New York Yacht Club.
- 22.2** Prizes will be awarded to the top six teams. Additional prizes may be awarded at the discretion of OA.
- 22.3** The NYYC RA will use the results of the 2018 Resolute Cup to invite one U.S. team to enter the 2019 Rolex NYYC Invitational Cup. Entry into the Invitational Cup will be contingent on meeting the requirements in the Invitational Cup Notice of Race.
- 22.4** Participation awards will be presented to each Club.

23 LIABILITY AND MEDIA WAIVER, DAMAGE DEPOSIT

- 23.1** Liability and Media Waivers: All competitors shall sign the Liability and Media Waiver available on the website.
- 23.2** Competitors participate in this regatta entirely at their own risk. See RRS 4, Decision to Race, as well as the "Waiver and Release of Liability" as stated on the entry form. The Organizing Authority, 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. The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge.
- 23.3** All teams will be required to provide a \$500 damage deposit (that is the insurance deductible) prior to the start of racing by providing credit card information at registration. The deposit is a per-incident maximum. If a team has more than one incident, it is liable for up to \$500 for each individual incident. Teams should be aware that while the designated OA will attempt to identify and assign all damages to the teams responsible, material damage not covered by insurance, nor acknowledged by a team (e.g., crews are rotated among the boats and no one reports the damage), the cost of repairs may be charged to some or all of the designated teams on a pro rated basis.

24 NOTES

- 24.1** The OA may provide tracking devices. Details will be provided at the Captains' Meeting.
- 24.2** Competitors are reminded that Narragansett Bay and its approaches are considered restricted channels for commercial traffic and vessels in the navigation channel restricted in their ability to maneuver. Competitors must comply with the government right-of-way rules when in proximity to commercial or privileged marine traffic.

- 24.3** In the event there is racing north of the Newport Bridge, competitors should be aware of heightened security around the Navy base in Newport just to the north of the bridge. The area to the east of a line defined by a series of white buoys marking the Newport Security Zone along the coast of the Naval Facilities from Coasters Harbor to the breakwater at the north end of Coddington Cove shall rank as an obstruction. Boats shall not enter this area. A Navy patrol boat monitors the area and vessels navigating in the Exclusionary Zone may face action by Coast Guard and Naval authorities.
- 24.4** For further information, please visit the website at <https://nyyc.org/resolute-cup> or contact the New York Yacht Club Sailing Office.
- 24.5** Beth Duggan, Racing Coordinator
New York Yacht Club, Harbour Court
5 Halidon Avenue; Newport, RI 02840
Tel: (401) 845 9633; Fax: (401) 846 3303
Email: sailingoffice@nyyc.org

NEW YORK YACHT CLUB OFFICERS

Philip A. Lotz, Commodore, NYYC
William P. Ketcham, Vice Commodore, NYYC
Christopher J. Culver, Rear Commodore, NYYC
Arthur J. Santry III, Chairman, NYYC Sailing Committee

EVENT CHAIR

Patricia A. O'Donnell, Event Chair

RACE COMMITTEE

Roger W. Fortier, Jr., Principal Race Officer
Clare Harrington, Deputy Race Officer

Robbie Benjamin	Dick Gumpert
David Bush-Brown	Katrina Hele
David Elwell	Eric Richards
Eric Feigel	Sam Wakeman
Tom Flynn	Paul Zabetakis
Ingrid Flynn	
Charles Goodrich	

PROTEST COMMITTEE/UMPIRES

Steven Wolff, Chief Umpire
Peter, Wilson, Chief Judge

Christine Accettella	Kevin Hawkins
Charlie Arms	Timmy Larr
Cliff Black	John Pratt
Jeff Borland	Vickie Sodaro
Shannon Bush	

SI ADDENDUM A - HANDLING THE BOATS

1 GENERAL

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

2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited. The following actions are subject to protest by the Protest Committee unless designated by a 'U', in which case they are subject to an umpire initiated penalty on the water.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Moving the mast blocks.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission, except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 The use of electronic instruments other than compass and watches.
- 2.15 Using the spinnaker pole to wing out the foresail. [U]
- 2.16 Marking directly on the hull or deck with permanent ink.
- 2.17 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited. [U]
- 2.18 Sitting outboard (including legs) of the toe rail is prohibited, but the upper body may lean outboard. Using lazy sheets and control lines, or the shroud turnbuckle for the purpose of hiking normally while seated is permitted. [U]
- 2.19 Using a compass, other than a handheld compass. The handheld compass shall not be affixed to the boat or rigging. A handheld compass is permitted to be electronic, but shall have no tactical capability. Tacktick compasses, and similar, in addition to high-sensitivity GPS devices such as the "Speed-puck" or "Velociteck" are specifically prohibited.
- 2.20 Placing a crew below decks while racing except temporarily while moving boat equipment or personal gear. [U]

3 PERMITTED ITEMS and ACTIONS

The following are permitted:

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape or Velcro tape but not duct tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material
 - (f) watch, timers and hand held compass
 - (g) shackles, cotter pins/ring dings and clevis pins
 - (h) spare flags
 - (i) VHF radio
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets, or securing the spinnaker halyard
 - (b) attach tell tales
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per Modified Addendum Q
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair or maintenance after removal.
- 3.4 Changing the number of mainsheet or jib sheet purchases.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 At the end of each sailing day:
 - (a) rolling, bagging and placement of the sails as directed
 - (b) leaving the boat in the same state of cleanliness as when first boarded that day
 - (c) releasing backstay tension
- 4.2 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and recycling, and removing all tape and marks.
- 4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5 A breach of items 4.1 and 4.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI ADDENDUM B - EQUIPMENT LIST

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

SONARS

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Jib
- Spinnaker
- Three sail bags
- One spinnaker pole
- Two spinnaker sheets
- Jib sheets
- Two twings
- Tiller extension
- Two headsail track cars

SAFETY GEAR

- Life jackets for each crew member (provided by competitors)
- Paddle
- Bucket and sponge
- Bilge pump
- Throwable cushion

GROUND TACKLE

- Anchor and chain
- Anchor line

MOORING LINES and FENDERS

- Four dock lines
- One black tow line
- Two blue (or white) fenders

SI ADDENDUM C - PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING

The umpires may impose a penalty for a breach of RRS 14 without a protest hearing, unless a boat involved in the incident requests a hearing, in which case the umpires shall report the incident to the Protest Committee. If it has good reasons to do so, the Protest Committee may impose a greater penalty than what the umpires determined was appropriate. This addendum explains how damage will be assessed and prescribes the appropriate penalty level. There are a number of things we are trying to achieve with damage penalties:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties fit the breach and are consistent.

Damage Levels

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B Damage	Affects the value and/or general appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C Major Damage	The normal operation of the boat is compromised and/or its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Points Penalties: to be applied without a hearing

Damage Level	Penalty
Level A	None
Level B	Place + 4 points
Level C	Place + 10 points

When both boats break RRS 14, they shall both receive the same points penalty. If a competitor requests a hearing after a points penalty has been imposed, the Protest Committee may decide in the hearing to give a lesser or greater penalty.

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any ~~race-win~~ points penalties imposed by the Umpires or Protest Committee.

SI ADDENDUM D – FORMAT AND ROTATION EXAMPLE

D1 FORMAT

- D1.1** There will be an opening series followed by up to three medal races.
- D1.2** Opening Series - Teams will sail up to four rotations as described in D2 and D3 and SI Addendum E. No opening series warning signal will be made after 1400hrs on Saturday, September 15.
- D1.3** A rotation will consist of eight (8) races. A rotation may only be terminated at 4 races.
- D1.4** Medal Races - The 14 boats ranked highest in the opening series will be assigned to compete in the medal races. Up to three medal races maybe run. No warning for a medal race will be made after 1600hrs on Saturday, September 15.
- D1.5** The Event Chair, in consultation with the Principal Race Officer and the Chief Umpire, may terminate or alter the format in progress, change assigned boats, or make such other arrangements as may be necessary to conclude the event.

D2 ROTATIONS

- D2.1** Boat swaps will take place after each opening series race from the designated rotation RIBs.
- D2.2** The rotation RIBs will be located to starboard and leeward of the start line.
- D2.3** Teams are directed to pull up to either side of the stationary RIBs to transfer sailors.

D3 ROTATION EXAMPLE (Hull #s)

	R1	R2	R3	R4	R5	R6	R7	R8
Team 1	1		8	8	8		15	15
Team 2	2		9	9	9		16	16
Team 3	3		10	10	10		17	17
Team 4	4		11	11	11		18	18
Team 5	5		12	12	12		19	19
Team 6	6		13	13	13		20	20
Team 7	7		14	14	14		21	21
Team 8	8	8		15	15	15		1
Team 9	9	9		16	16	16		2
Team 10	10	10		17	17	17		3
Team 11	11	11		18	18	18		4
Team 12	12	12		19	19	19		5
Team 13	13	13		20	20	20		6
Team 14	14	14		21	21	21		7
Team 15	15	15	15		1	1	1	
Team 16	16	16	16		2	2	2	
Team 17	17	17	17		3	3	3	
Team 18	18	18	18		4	4	4	
Team 19	19	19	19		5	5	5	
Team 20	20	20	20		6	6	6	
Team 21	21	21	21		7	7	7	
Team 22		1	1	1		8	8	8
Team 23		2	2	2		9	9	9
Team 24		3	3	3		10	10	10
Team 25		4	4	4		11	11	11
Team 26		5	5	5		12	12	12
Team 27		6	6	6		13	13	13
Team 28		7	7	7		14	14	14

SI ADDENDUM E – BOAT ASSIGNMENTS AND ROTATIONS

Will be available no later than Tuesday, September 11 at 1800hrs.