



College Sailing



for the Cornelius Shields, Sr. Trophy

November 14 – 16, 2014

Organizing Authority: Intercollegiate Sailing Association of North America

Host: Seawanhaka Corinthian Yacht Club, Oakcliff Sailing

Supporting Sponsorship from **Marlow Ropes**, Official Supplier

SAILING INSTRUCTIONS

Abbreviations:

PC – protest committee

OA – organizing authority

RRS – racing rules of sailing

IJ – International Jury

RC – race committee

NA – national authority

SI – sailing instructions

NoR – notice of race

1 RULES

1.1 The event will be governed by:

- (a) the 'rules' as defined in the RRS, including RRS Appendix C.
- (b) the rules for Handling Boats (SI appendix C). Class rules will not apply.
- (c) the ICSA Procedural Rules, the General Conditions for the ICSA National Championships, and the ICSA Sloop/Match Race Conditions.

1.2 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

1.3 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Appendix E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under RRS C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Appendix E is appropriate, they shall act under rule C8.4.

1.4 If the first boat in a match has finished leaving the second boat in the match owing a penalty, the umpires may signal according to C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she finishes, the second boat may then be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C 7.4.

1.5 (a) Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise before or after she finishes or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

(b) A boat may not request redress under RRS 62.1(a). The protest committee may decide to consider giving redress under that rule if it believes that an error has been made. The race committee may request the protest committee to consider this. This changes RRS 60.1(b) and 62.1(a).

1.6 When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing. When both of the boats in a match fail to sail the course in accordance with rule 28.1, they shall be scored DNF without a hearing unless they have sailed around the same marks in which case the boats shall be scored as if they had sailed the course in accordance with rule 28.1. This changes rule 28 and 63.1.

2 ENTRIES and ELIGIBILITY

- 2.1 Only teams who have qualified through their conference championships are eligible for the event. The teams are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, pay the entry fee of **\$350** per team and deposit **\$500** for damage, and complete crew weighing, all prior to Friday November 14th at 0900, unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the OA may authorize a crew member to substitute, with priority given to original crew members over substitutes.
- 2.7 When a registered crew member is unable to continue in the event, the OA may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1.1 Notices to competitors will be posted on the Official Notice Board located **SCYC Notice Board**
- 3.2 Signals made ashore will be displayed from SCYC Main **Flag Pole**. When flag AP is displayed ashore, "1 minute" is replaced by "not less than 30 minutes" in Race Signal AP.
- 3.3 Skippers shall attend the Competitors' Briefings, which will be held Friday, Saturday and Sunday, at the Main Clubhouse at SCYC unless excused by the OA.
- 3.6 Skippers shall attend the Umpires' Debriefings, which will be held Friday, Saturday and Sunday immediately after racing at the Main Clubhouse at SCYC.
- 3.7 The RC may make VHF radio broadcasts on Channel **69**. In emergencies, competitors may contact the RC on this VHF channel. All teams are requested to tune their VHF radios to channel **69** between stages as the RC may broadcast pairing information for the next stage. Failure to make or receive these broadcasts will not be grounds for redress. This changes rule 62. The umpires may also provide this pairing information to the competitors verbally.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SIs made ashore will be posted before 0900 hours on the day that they will take effect.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signaled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1
 - (a) The event will be sailed in Sonar **type** boats supplied by the host.
 - (b) The following sails will be provided: Mainsail, Jib, and Spinnaker.
 - (c) Boats with their assigned spinnakers will be allocated daily by random assignment. Boats will be checked-out and checked-in in accordance with host procedures. Skippers shall not leave their boats after racing before completing the check-in procedure.
- 5.2 The sail combination to be used will be signaled from the bow of the RC boat with or before the attention signal. The signals will have the following meanings:

Signal	Sail Combination to be used
No signal	Mainsail, Jib, and Spinnaker
Code Flag T	Mainsail and Jib only – no Spinnaker
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.

- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by bow numbers.
- 6.2 Boats will be allocated by the RC for each day in accordance with a pre-determined draw. Boat assignments may be found in Appendix A.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The total number of crew, including the skipper, shall be **three or four**. All registered crew shall sail all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 620 lbs, determined at the time of registration..

8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and match pairing lists are detailed in SI Appendices A and B. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.2 In a knock-out series between two skippers:
- (a) They shall alternate assigned ends for each match. The assigned ends for each match are shown in the pairing lists in Appendix A.
 - (b) When the series has been decided, further matches between these two will not be sailed.
- 8.3 The racing days are scheduled as Friday, November 14, Saturday **November 15**, and Sunday **November 16**.
- 8.4 The latest time for an attention signal on the last day of racing will be 1500 hours.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favor of later stages.
- 8.7 The intended time of the first attention signal each day is **1000 hours**.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

9 RACING AREA

The racing area will be **Oyster Bay or Cold Spring Harbor**.

10 COURSE

- 10.1 (a) **Course Configuration** (not to scale)

Mark W o

Mark L o

Start/Finish Line o-----() Signal Boat

- (b) **Course signals and course to be sailed**

No Signal = Start - W - L - W - Finish

Flag S = Start - W - Finish

(c) **Description of Marks**

- (a) the RC signal boat will be **Tomahawk** unless otherwise notified.
- (b) the starting/finishing line mark will be a yellow buoy.
- (c) Mark W will be a green, red or white buoy.
- (d) when Mark L is a gate, it will be between two orange buoys.
- (e) when Mark L is a single mark, it will be an orange buoy

(D) **Mark Roundings**

- (a) Mark W shall be rounded to starboard.
- (b) Mark L may be a gate (see rule 28.2(c))
- (c) if Mark L is a single mark, it is to be rounded to starboard
- (d) Modify RRS 33: A gate or finish line mark may be adjusted without signaling a course change and while boats are on the first half of the leg.

(E) **Identifying Mark W**

The color of Mark W will be the same color as the preparatory signal flag (see SI 12.4). This changes RRS Appendix C3.1.

10.2 **Starting/Finishing Line**

- (a) The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a staff displaying an Oakcliff Sailing Flag as starting/finishing line flag on the RC boat.

10.3 **Abandonment and Shortening**

- (a) After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical. This changes RRS 32.1.
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

10.4 The RC may make radio transmissions to competitors to announce pairings, signals or other communications. Failure to make these transmissions or failure of a competitor to hear them is not cause for redress. This changes RRS 62.1(a).

11 BREAKDOWN and TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing, or within five minutes of changing into a new boat, whichever is later, a boat may display flag V to signal 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 close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

- 12.1 Match warning signals will be numerical pennants corresponding to the match number to be started except as per SI 12.5.
- 12.2 The next flight number will be displayed on the RC boat.
- 12.3 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.4 The preparatory signal will be a green, white or red flag, which will identify the color of Mark W for that Match (see SI 10.1 (e), with multiple sound signals.
- 12.5 If there are five or more matches in a flight, the warning signal for match 5 will be numeral pennant 8. This changes RRS C3.

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Change of Course Signals (This changes RRS 33 and Race Signals)

- (a) Flag C and a colored flag means: 'Mark W has been changed. Sail to a mark the same color as the flag.'
- (b) When a change of course after starting only affects some matches, the matches affected may be designated by the appropriate numeral pennant.

13.2 Signaling vessel

When a change of course is signaled after the first leg, it shall be displayed from a boat in the vicinity of Mark L, which will not be the RC signal boat that is one end of the starting/finishing line).

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 COACH BOATS

The Host will provide boats from which coaches may observe racing and communicate with their teams between matches. Individual coach boats will not be permitted.

16 MEDIA, IMAGES and SOUND

The OA have the right to use any images and sound recorded during the event free of any charge.

17 PRIZES

The winning team will have their name engraved on the Cornelius Shields Sr. Trophy, which is on display at the ICSA Hall of Fame in the Robert Crown Center at the U.S. Naval Academy. Prizes will also be awarded to the first, second, and third place teams.

18 CODE of CONDUCT

- (a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- (b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices C and D.
- (c) The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
 - Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
 - Abuse of umpires before or after a decision (See also Call MR13).
- (d) Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event or the withholding of deposits.
- (e) Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

19 DISCLAIMER

All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

SI APPENDIX A - LIST OF ELIGIBLE TEAMS, DAILY BOAT ASSIGNMENTS (GENERATED BY RANDOM NUMBER GENERATOR), AND PAIRING TABLES

TEAM	FRIDAY BOAT ASSIGNMENT	SATURDAY BOAT ASSIGNMENT	SUNDAY BOAT ASSIGNMENT
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TBD

STAGE 1 PAIRING TABLE – FULL ROUND ROBIN - FRIDAY ONLY. IF STAGE 1 IS NOT COMPLETED ON FRIDAY, A REVISED STAGE 1 PAIRING LIST FOR SATURDAY WILL BE DISTRIBUTED AT THE COMPETITORS’ MEETING.

Flight		1		2		3		4		5		6		7		8		9	
Match	1	9	4	5	2	3	9	1	8	4	2	10	7	3	1	10	8	10	9
	2	2	8	7	3	1	10	6	4	9	7	8	5	2	10	9	6	8	7
	3	5	3	1	9	8	4	7	2	10	5	6	3	9	8	7	4	6	5
	4	1	7	4	10	6	2	9	5	8	3	4	1	7	6	3	2	4	3
	5	10	6	8	6	7	5	3	10	6	1	2	9	5	4	5	1	2	1

STAGE 2; REPECHAGE ROUND ROBIN – MATCHES 1 AND 4

TEAM NUMBERS IN STAGE 2 WILL BE THE FINISH POSITION OF EACH TEAM IN STAGE 1.

RR1, RR2, ETC. DENOTE THE TEAMS THAT FINISHED FIRST, SECOND, ETC. RESPECTIVELY IN THE STAGE 1 ROUND ROBIN.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight		1		2		3		4	5
	1	RR9	RR8	RR9	RR7	RR10	RR9		
	2	RR7	RR10	RR10	RR8	RR8	RR7		

STAGE 3 KNOCKOUT TABLE – QUARTER-FINALS – SERIES 1 THROUGH 4; REPECHAGE - SERIES 5

TEAM NUMBERS IN STAGE 3 WILL BE THE FINISH POSITIONS OF EACH TEAM IN STAGE 2.

G1, G2, ETC. DENOTE THE TEAMS THAT FINISHED FIRST, SECOND, ETC. RESPECTIVELY IN STAGE ONE.

R1, R2, ETC. DENOTE THE TEAMS THAT FINISHED FIRST, SECOND, ETC. RESPECTIVELY IN THE REPECHAGE ROUND OF STAGE 2.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight		1		2		3	
Match	1	R2	RR1	RR1	R2	R2	RR1
	2	R1	RR2	RR2	R1	R1	RR2
	3	RR6	RR3	RR3	RR6	RR6	RR3
	4	RR5	RR4	RR4	RR5	RR5	RR4
Repechage	5	R4	R3	R3	R4	R4	R3

STAGE 4 KNOCKOUT TABLE - SEMI-FINALS – SERIES 1 AND 2, REPECHAGE - SERIES 3 AND 4.

Q1W, Q2W, ETC. DENOTE THE WINNING TEAMS IN THE FIRST, SECOND, ETC. KNOCK-OUT SERIES OF THE QUARTERFINALS.

Q1L, Q2L, ETC. DENOTE THE LOSING TEAMS IN THE FIRST, SECOND, ETC.

KNOCK-OUT SERIES OF THE QUARTER FINALS.

S3W AND S4W DENOTE THE WINNING TEAMS IN THE THIRD AND FOURTH MATCHES OF FLIGHT 1 OF THE SEMI-FINALS.

S3L AND S4L DENOTE THE LOSING TEAMS IN THE THIRD AND FOURTH MATCHES OF FLIGHT 1 OF THE SEMI-FINALS.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight		1		2		3	
Match	1	Q4W	Q1W	Q1W	Q4W	Q4W	Q1W
	2	Q3W	Q2W	Q2W	Q3W	Q3W	Q2W
	3	Q4L	Q1L	S4W	S3W		
Repechage	4	Q3L	Q2L	S4L	S3L		

STAGE 5 – FINALS – SERIES 1, REPECHAGE – SERIES 2.

S1W AND S2W DENOTE THE WINNING TEAMS IN SERIES 1 AND SERIES 2 OF THE SEMI-FINALS.

S1L AND S2L DENOTE THE LOSING TEAMS IN SERIES 1 AND SERIES 2 OF THE SEMI-FINALS.

THESE NUMBERS WILL BE COMMUNICATED BY THE RACE COMMITTEE AND UMPIRES BEFORE THE COMMENCEMENT OF THE STAGE.

Flight		1		2		3		4		5	
Repechage	2	S2L	S1L	S1L	S2L	S2L	S1L				
Finals	1	S2W	S1W	S1W	S2W	S2W	S1W	S1W	S2W	S2W	S1W

SI APPENDIX B - EVENT FORMAT and SCHEDULE OF EVENTS

EVENT FORMAT

- a. The regatta format may be changed during the event by the Principle Race Officer with the consultation of the Chief Umpire and the ICSA Representative to accommodate the weather conditions at the event. The below format is the intended format for the championship. Records will not carry over between rounds.
- b. Stage 1 Round Robin
 - i. All teams shall compete in a single round robin.
- c. Stage 2 Repechage
 - i. The bottom four teams from Stage 1 (Repechage Round) will compete in a single round robin.
- d. Stage 3 Quarter Finals
 - i. The Quarter Finals will consist of the top six teams from the Stage 1, seeded 1 through 6 based on the results of Stage 1, plus the top two teams from the Repechage Round, seeded 7 and 8 based on the results of the Repechage Round. The highest seeds will be paired against the lowest seeds, i.e. 1 vs. 8, 2 vs. 7, 3 vs. 6, 4 vs. 5.
 - ii. The Quarter Finals will be a knock-out series. The winner of each pair will be the first team to score two points.
 - iii. Concurrent with the Quarter Finals, the bottom two teams in the Repechage Round will race each other in a knock-out series to determine 9th and 10th place overall. The winner will be the first team to score two points.
- e. Stage 4 Semi Finals
 - i. The Semi-Finals will consist of the winner of the 1 vs. 8 Quarter Final paired against the winner of the 4 vs. 5 Quarter Final, and the winner of the 2 vs. 7 Quarter Final paired against the winner of the 3 vs. 6 Quarter Final.
 - ii. The Semi-Finals will be a knock-out series. The winner of each pair will be the first team to score two points.
 - iii. Concurrent with the Semi-Finals, places 5th through 8th will be determined by a series of first to one point pairings. The loser of the 1 vs. 8 Quarter Final will be paired against the loser of the 4 vs. 5 Quarter Final, and the loser of the 2 vs. 7 Quarter Final will be paired against the loser of the 3 vs. 6 Quarter Final, both in first to one point matches. The winners of these two pairings will then be paired in a first to one point match to determine 5th and 6th places. And the losers will be paired in a first to one point match to determine 7th and 8th places.
- f. Stage 5 Finals and Petit Finals
 - i. The Finals will consist of the winners of each Semi-Final match paired against each other.
 - ii. The Finals will be a knock-out series. The winner will be the first team to score three points. The winner will be the ICSA Match Racing National Champion. The loser of the finals will place 2nd.
 - iii. The Petit Finals will consist of the losers of each Semi-Final match paired against each other.
 - iv. The Petit Finals will be a knock-out series. The winner will be the first team to score two points. The winner of the Petit Final will place 3rd. The loser of the Petit Finals will place 4th.

Format Flow Chart

Stage 1

All Teams Single Round Robin

Stage 2

**Repechage Round
Bottom 4 Teams Single
Round Robin**

Stage 3

**Quarter Finals
Top 8 Teams seeded
1v8, 2v7, 3v6, 4v5
Knockout first to 2 pts.**

**9th and 10th Sail off
Bottom 2
Knockout first to 2 pts.**

Stage 4

**Semi Final Round
Winners of 1v8 vs. 4 v5
Winners of 2v7 vs. 3v6
Knockout first to 2pts.**

**5th-8th Series
Losers of 1v8 vs. 4v5
Losers of 2v7 vs. 3v6
Knockout first to 1 pt.**

**Winners race for
5th and 6th
First to 1 pt.**

**Losers race for 7th
and 8th first to 1
pt.**

Stage 5

**Finals and Petit Finals
Finals: Semi final winners race for 1st and 2nd first to 3 pts.
Petit Finals: Semi final losers race for 3rd and 4th first to 2 pts.**

SCHEDULE - See front entrance bulletin board to confirm room locations.

Date	Time	Event	Location
Friday, Nov. 18th	0800-0900	Registration and Weigh-in	SCYC Main Clubhouse
	0900	Competitors' Meeting	SCYC Main Clubhouse
	1000	First Attention Signal	
	After racing	Umpire Debrief	SCYC Main Clubhouse
	1800	Buffet Dinner and Social	SCYC Dining Room
Saturday, Nov. 19th	0900	Competitors' Meeting	SCYC Main Clubhouse
	1000	First Attention Signal	
	After racing	Umpire Debrief	SCYC Main Clubhouse
	1900	Buffet Dinner and Social	Oakcliff Sailing
Sunday, Nov. 20th	0900	Competitors' Meeting	SCYC Main Clubhouse
	1000	First Attention Signal	
	After racing	Umpire Debrief	SCYC Main Clubhouse
	After racing no later than 1600	Prize Giving	SCYC Main Clubhouse

Unless excused by the OA, attendance at Competitors Meetings, Umpire Debriefs, social events, and prize giving is mandatory.

SI APPENDIX C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize the boats, variations 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.

- 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 SCYC Bosun.
- 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 SCYC Bosun, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC, Bosun or OA.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than hand held compass, timers and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Marking directly on the hull or deck with permanent ink.
- 2.22 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the travelor post, the backstay, and the vang.
- 2.23 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.27 A breach of SI C 2.22 or 2.23 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- 2.28 Use of any tape that leaves a residue/ use of duct tape
- 2.29 Interfering with commercial fishermen. Beware that clammers may have long rakes.

3 PERMITTED ITEMS and ACTIONS

The following are permitted.

- 3.1 Taking on board the following equipment:
 - (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) pencils
 - (e) tell tale material
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) velcro tape
 - (i) bosun's chair
 - (j) spare flags
 - (k) PFD's when not supplied by the OA
- 3.2 Using the items in 3.1 to:
 - (a) prevent fouling of lines, sails and sheets
 - (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 Appendix C6
 - (g) personal safety
 - (h) VHF Radio
- 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 after removal.

4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the SCYC Bosun, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 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
- 4.3 At the end of each day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks, except tape applied to turnbuckles and for chafe protection.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX D - EQUIPMENT LIST

The following non-fixed items, provided on the boats, 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.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Jib

Spinnaker

One spinnaker pole

Two spinnaker sheets

One headsail sheet

Tiller extension

Jib cars

Competitor flag set

SAFETY GEAR

Bucket

Paddle

Dock lines

VHF radio

GROUND TACKLE

Anchor and chain

Anchor line

MOORING LINES and FENDERS

Two fenders

SI APPENDIX E – Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 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 its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a 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 greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.