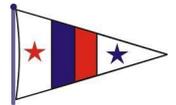


Vineyard Haven Yacht Club
J. W. Lindsay Cup
2019



SAILING INSTRUCTIONS

1. RULES

1.1. The races will be governed by the rules as defined by The Racing Rules of Sailing (RRS).

2. NOTICE TO COMPETITORS

2.1. Notices to competitors will be posted on the official notice board
2.2. Notices will also be posted on the VHYC website at <http://www.vhyc.org>.

3. CHANGES TO SAILING INSTRUCTIONS

3.1. Any changes to the Sailing Instructions will be announced at the participants' meeting on the day it will take effect and posted immediately thereafter except that changes to SI 7 REGATTA FORMAT AND SCHEDULE, may be made orally by the Race Committee with the assistance of the Umpires and will be effective immediately, in which case Flag "L" will be flown from the Signal Boat.

4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed from the VHYC flag pole at the end of the dock.

5. BOATS PROVIDED BY THE ORGANIZING AUTHORITY (OA)

5.1. Sonar-type boats will be provided by Vineyard Haven Yacht Club for competing teams. The boats have been equalized in performance potential to the extent possible and organized into fleets. An alternate boat 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 rule 62.1(a).
5.2. 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 Organizing Authority.
5.3. Replacement of broken or damaged gear may only be made with gear sanctioned by the OA.
5.4. Competitors are responsible for inspecting their boat before each race for possible breakdowns, damage and discrepancies, which shall be brought to the attention of the Race Committee aboard the Signal Boat. After every race EACH skipper shall report the condition of their boat to the Race Committee.
5.5. Boat groupings will be identified by colored patches (Black/white) on the mainsail as well as individual boats by their sail numbers. The Black grouping consists of boats 1,2,3 while White consists of 4,5,6.

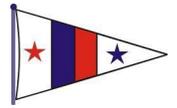
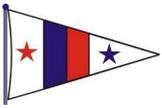
6. CREW CHANGE

6.1. Any crew substitutions shall be approved by the PRO.

7. REGATTA FORMAT AND SCHEDULE

7.1. The planned format is to complete at least one with a maximum of two round robins.
7.2. One round-robin must be completed to constitute a regatta.
7.3. Boat Rotation:

Race Number	Team	Race		Team	Race number
1	VHYC	Black	vs	EYC	White
2	VHYC	Black	vs	NYC	White
3	EYC	Black	vs	NYC	White
4	EYC	Black	vs	VHYC	White
5	NYC	Black	vs	VHYC	White
6	NYC	Black	vs	EYC	White



8. COURSE

- 8.1. The course will be a port 'box' unless signal T is displayed, in which case the course will be a digital N.



- 8.2. The start and finish is in the middle or favoring a shorter first leg.
8.3. The Race Committee may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line, but no mark shall be moved when any boat is on the leg that it terminates.
8.4. Subsequent legs may be changed to maintain the course configuration. There will be no visual or sound signals for a course change. This changes rule 33.
8.5. Courses may not be shortened. This changes rule 32.

9. MARKS

- 9.1. Rounding marks will be inflatable buoys and or hippity hops (mooring type balls).
9.2. The start / finish marks will be a race committee signal boat and an inflatable buoy as modified by SI 10.2 below.

10. START AND FINISH

- 10.1. Races will be started in accordance with Appendix U (Audible Signal Racing System) (three minute start sequence) as modified by SI 11.1 below.
10.2. The start and finish line will be between the staff on the signal boat from which an orange/ yellow flag is displayed and the course side of the port end starting mark.

11. RECALLS

- 11.1. Appendix U4 is changed. Individual recalls shall be signaled with an X-flag and by the hail of the sail numbers.

12. ABANDONMENT

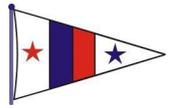
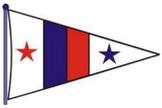
- 12.1. The decision to abandon a race may be communicated orally by the race. This changes rule 32 and Race Signals.

13. PROTESTS AND REDRESS REQUESTS

- 13.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing, including Appendix D, in accordance with Rule D. Rule D2 will apply.

14. DAMAGE

- 14.1. When the race umpires decide that one or more boats has broken rule 14 in an incident where there is damage, they may impose race-win penalties as prescribed in Addendum C at a hearing, but shall not add points to a boat's score.
14.2. When damage occurs or is likely to have occurred, whether or not a boat has been penalized or an umpire has instructed a boat to report to the Race Committee for damage inspection, that boat shall report to the Race Committee immediately.



15. SAFETY

- 15.1. A boat that retires from a race MUST notify the Race Committee before leaving the course area, or if that is impossible, immediately after arriving ashore.
- 15.2. Each crew member shall wear a USCG approved PFD at all times when on the water.
- 15.3. VIOLATION OF "FERRY" CHANNEL – A racing boat that causes any Steamship Authority vessel, or other large commercial vessel, south of a line at the mouth of the harbor drawn from Mark RN 4 to Mark 23A to: alter course, slow down, back down, or that passes in front of such vessels and does not yield them right of way, or which in the judgment of the Race Committee passes too close shall be disqualified without protest hearing. This changes RRS 35 and A4.1.

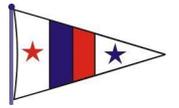
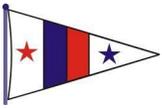
16. PRIZES

- 16.1. The Lindsay Cup shall be awarded to the winning team.

17. LIABILITY

- 17.1. A boat is entirely responsible for her own safety, whether at sea or in the harbor, and nothing in the Notice of Race and Sailing Instructions or anywhere else reduces this responsibility. It is for the boat to decide whether she is fit to sail in the conditions in which she finds herself. By going to sea, the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.
- 17.2. Nothing done by the organizers will reduce the responsibility of the boat nor make the organizers responsible for any loss, damage, death or personal injury, however it may occur, as a result of the boat taking part in the racing. The organizers encompass everyone helping to run the race and the event, and include without limitation the Organizing Authority, the Race Committee, patrol boats and launches.
- 17.3. The provision of patrol boats does not relieve a boat of her responsibilities.
- 17.4. The fact that the boats are provided by the OA does not reduce the responsibilities of a boat under the paragraphs above.

Vineyard Haven Yacht Club
45 Owen Little Way
Vineyard Have, MA 02568
508-693-3080



ADDENDUM B - RULES FOR THE HANDLING OF BOATS

1. General

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

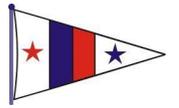
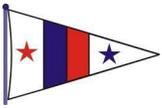
2. Prohibited Items and Actions

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 Race Committee.
- 2.4. Sailing the boat in a manner that it is reasonable to predict that significant further
- 2.5. damage would result.
- 2.6. Moving equipment from its normal stowage position except when being used.
- 2.7. Boarding a boat without prior permission.
- 2.8. Taking a boat from its mooring without having paid the required damage deposit or having permission from the Race Committee or, on race days, while flag AP is displayed ashore.
- 2.9. Hauling out a boat or cleaning surfaces below the waterline.
Perforating sails, even to attach tell tales.
- 2.10. Adjusting or altering the tension of standing rigging, excluding the backstay, changing the position of the mast blocks.
- 2.11. Omitting any headsail car or turning block before sheeting onto a ratchet block.
- 2.12. The use of electronic instruments other than VHF radio, sole function compass, watches and timers.
- 2.13. Marking directly on the hull or deck with ink or pencil.
- 2.14. 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.
- 2.15. Hiking: no part of the body below the waist may be positioned outside the sheer line.
- 2.16. Moving the mast blocks.
- 2.17. Crew members positioned below in the cabin while racing.
- 2.18. Removing the tiller tie-down strap.

3. Permitted Items and Actions. The following are permitted:

- 3.1. Taking a bag on board containing:
 - 3.1.1. basic hand tools
 - 3.1.2. adhesive tape (not duct tape)
 - 3.1.3. line (elastic or otherwise of 4mm diameter or less)
 - 3.1.4. marking pens
 - 3.1.5. tell tale material
 - 3.1.6. hand held compass, watches and timers
 - 3.1.7. shackles and clevis pins
 - 3.1.8. Velcro tape
 - 3.1.9. VHF Radio



- 3.2. The use of the contents of the bag to:
 - 3.2.1. prevent fouling of lines, sails and sheets
 - 3.2.2. attach tell tales
 - 3.2.3. prevent sails being damaged or falling overboard
 - 3.2.4. mark control settings
 - 3.2.5. make minor repairs and permitted adjustments
tie down the tiller to the rudder head.
- 3.3. Changing the number of mainsheet purchases.
- 3.4. The use of the following items to facilitate hiking is permitted provided they are not modified in any way and any load imposed does not result in damage:
 - 3.4.1. working sheets
 - 3.4.2. standing rigging (unless prohibited by specific SI)
 - 3.4.3. fixed equipment

4. Mandatory Items and Actions.

- 4.1. After racing in the boat for the day or at a swap, the completion of a written damage report and submitting it to the Race Committee or 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 races.
- 4.2. At the end of each sailing day:
 - 4.2.1. rolling, bagging and placement of the sails as directed.
 - 4.2.2. leaving the boat in the same state of cleanliness as when first boarded that day.
 - 4.2.3. tie the tiller off with the backstay lines so the tiller will not move.
 - 4.2.4. cleaning the boat, removing all trash and removing all tape and marks.
 - 4.2.5. complying with the directions posted on the boats or given by the launch drivers
- 4.3. Any request to alter, in any way, the equipment on a boat shall be made to the Race Committee in writing and worded to permit a yes/no answer.
- 4.4. Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.5. Infringement of item 4.2 and 4.3 will be considered as damage and any cost of rectification will be deducted from the damage deposit.

5. Equipment List

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

SAILS & SAILING EQUIPMENT

Mainsail and mainsheet

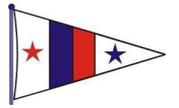
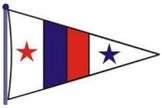
Spinnaker, Spinnaker sheets, spinnaker pole, twings

Bilge pump, dock lines

Jib and jib sheets

Tiller Extension, tiller tie-down

Hatch boards



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

SI 15 permits the umpires to determine the penalty for breaking rule 14. This addendum explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reasons to do so. There are a number of things we are trying to achieve with penalties for damage:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results 'on the water'.

Damage Levels

Level	Extent	Effect
Level A – Minor Damage	Up to 1 man-hour to fix	Boat may race without repair
Level B – Significant damage	More than 1 and up to 5 man-hours to fix	Boat may need some (temporary) work before racing again
Level C – Major Damage	More than 5 man-hours to fix	Significant work required before racing again

Penalties

Race-win penalties by umpires may be given on the water to boats that break rule 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the stage in which the damage occurred.

In the event that both the right-of-way and keep-clear boats are equally penalized in a knock-out round, the penalties are offsetting and will be disregarded for scoring purposes.

Level	Race Win Penalty
Level A	No penalty
Level B	1/2 race win
Level C	1 race win

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the Organizing Authority and do not affect any race win penalties applied by the Umpires or Protest Committee. Subsequent assessments of the damage level after further inspection, whether the level turns out to be higher or lower, will have no effect on the race win penalties given on the water.