



SAILING INSTRUCTIONS

Abbreviations

PC – protest committee	RC – race committee
OA – organising authority	NA – national authority
RRS – racing rules of sailing	SI – sailing instructions
IJ – international jury	NoR – notice of race

1 RULES

- 1.1 The event will be governed by
- The rules as defined in the RRS, including Appendix C.
 - The rules for Handling of Boats (SI Appendix D), which also apply to any practice sailing. Class rules will not apply.
 - Any prescriptions of the national authority that will apply shall be posted on the official notice board.
- 1.2 An IJ will be appointed in accordance with RRS Appendix N, and the right of appeal will be denied in accordance with RRS 70.5.
- 1.3 Both teams in any match may be required to race with an additional person(s) onboard. The additional person(s) will be weight equalised by fixing weights near the stern. The additional person(s) will not take part in sailing the boat however they may communicate with the crew while racing. The additional person(s) will be determined by the RC. This will not be grounds for protest or redress by boats. This amends C6.2 and RRS 62.

2 ENTRIES AND ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Appendix A.
- 2.2 To remain eligible, the entire crew shall complete registration, pay the deposit AUD\$1,000 for damage and complete crew weighing between 1200 and 1800 on 23rd November 2010 or between 0730 and 0830 on 24th November 2010 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 may be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for any damage or loss to their boat unless responsibility is otherwise assigned by the umpires or jury.
- 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 IJ may authorise an original crewmember to substitute.
- 2.7 When a registered crewmember is unable to continue in the event, the IJ may authorise a substitute, a temporary substitute or other adjustment. The substitute crewmember shall comply with SI 7.2.

Naming Rights Sponsor



Supporting Sponsor



Final Version 19 November 2010

Regatta Manager and event correspondence:
 Swan River Sailing
 PO Box 566, Claremont, Western Australia 6910
 P +61 8 9386 9488 E skip@wayf.org.au
 ABN 61 606 193 385
www.australiacup.org.au
 Hosted by Royal Perth Yacht Club

3 COMMUNICATIONS WITH COMPETITORS




- 3.1 Notices to competitors will be posted on the official notice board located outside the Regatta Office at Royal Perth Yacht Club (RPYC).
- 3.2 Signals made ashore will be displayed from the flag mast in front of the main RPYC building.
- 3.3 Skippers shall attend the first briefing in the River Room at RPYC at 0815 on 24th November 2010, unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately following the first briefing on 24th November 2010.
- 3.5 A daily morning briefing will start after breakfast at 0815 on 24th to 26th November 2010 and 0915 on 27th November 2010 in the Ward Room at RPYC.

4 AMENDMENTS TO THE SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected and will be signed by RC and IJ representatives.
- 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 signalled 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 Foundation 36 boats provided by Swan River Sailing.
 - b) The mainsail, jib and genoa to be used will be allocated by the RC and shall remain on each boat for the duration of the event.
 - c) Spinnakers will be allocated to each competitor by the RC and those sails shall remain with the team for the duration of the event.
 - d) Sails may be substituted by the RC in the event of damage, loss, or other reason that the RC may deem appropriate.
- 5.2 The sail combination to be used will be signalled from the RC boat at least 5 minutes before the attention signal. No sound signal is required. The signals may be used singly and shall have the following meanings:

Signal	Flag	Sail Combination to be used
None		Genoa + full mainsail + spinnaker
Flag J		Jib + full mainsail + spinnaker
Flag R		Jib + Reefed mainsail + Spinnaker
Flag Z		Jib + Reefed mainsail + No spinnaker

- 5.3 Other restrictions or instructions given by the RC may be relayed 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 numbers on the bow and stern.
- 6.2 Skippers shall display their name banner, provided by the OA, on the mainsail at all times. A breach of this rule is not open to protest or redress by boats or the PC. This amends RRS 60.1 and 60.3.
- 6.3 Boats will be allocated each day at the morning briefing or at the beginning of each stage as decided by the RC. This may be done to satisfy sponsor commitments and shall not be grounds for redress. This amends RRS 62.

7 CREW MEMBERS, NUMBER AND WEIGHT

- 7.1 The total number of crew (including the skipper) shall be 5. All registered crew shall sail in all races.
- 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirt shall not exceed 437.5kg, determined at the time of registration or such time as required by the RC.

8 EVENT FORMAT AND STARTING SCHEDULES

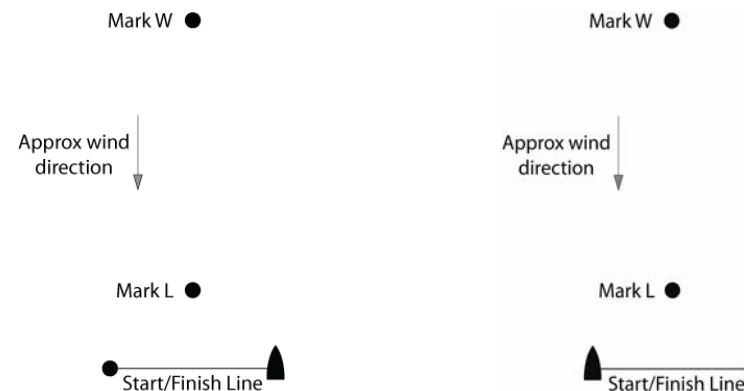
- 8.1 The event format and match pairing lists are detailed in SI Appendix B and C.
- 8.2 a) In a knock-out series between two skippers, they shall alternate assigned ends for each match. The initial assigned ends are set out in the pairing schedule.
- b) When a knock-out series between two skippers has been decided, further matches between these two shall not be sailed.
- c) Teams shall NOT exchange boats.
- 8.3 The racing days are scheduled as 24th to 27th November 2010.
- 8.4 The intended latest time for an attention signal on the last day of racing will be approximately 1700.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 a) The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early rounds may be terminated in favour of later rounds.
- b) Add RRS C10.3 (b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitors have completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'
- 8.7 The intended time of the first attention signal for racing on 24th November 2010 will be 1130, on 25th and 26th November 2010 will be 0930 and on 27th November 2010 will be 1030.
- 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. The Warning Signal for a blank start will be a Pink flag and there will be no other signals for the blank start.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be advised verbally by an umpire.

9 RACING AREA

The course area will be Matilda Bay and Perth Waters on the Swan River, Perth.

10 COURSE

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



b) Course to be sailed

Course signals will be displayed from the bow of the RC boat, at or before the warning signal.

Marks W and L shall be rounded to Starboard.

<u>Signal</u>	<u>Course</u>
C 1	Start – W – Finish
C 2	Start – W – L – W – Finish
C 3	Start – W – L – W – L – W – Finish
C 4	Start – W – L – W – L – W – L – W – Finish

c) Descriptions of Marks

The RC boat will be identified by flying an orange flag.

The starting/finishing line mark will be a black/red striped mark.

Mark W and Mark L will be yellow inflatable buoys.

The replacement mark will be a red inflatable buoy.

10.2 Starting/Finishing Line

a) Starting/Finishing Line for Course Configuration A

The starting/finishing line will be a straight line between the course side of the starting/finishing mark at the port end of the line and the flag mast on the RC boat displaying an orange flag at the starboard end of the line.

A buoy may be attached to the RC boat stern and a buoy may be suspended from the bow of the RC boat. Boats shall not pass between the buoys and the RC boat. For the purposes of rule 18, the buoys and their mooring attachments form part of the RC boat.

b) Starting/Finishing Line for Course Configuration B

The starting/finishing line will be a straight line between the course side of the starting/finishing mark at the starboard end of the line and the flag mast on the RC boat displaying an orange flag at the port end of the line.

A buoy may be attached to the RC boat stern and a buoy may be suspended from the bow of the RC boat. Boats shall not pass between the buoys and the RC boat. For the purposes of Rule 18, the buoys and their mooring attachments form part of the boat. .

10.3 Course Limits

a) Matilda Bay

While racing, no part of a boat shall sail inside the line between the navigation posts Knot Spit and Quarry Spit that identify Pelican Rocks shallow bank or inside the line between the posts that mark Crawley Baths.

The imaginary lines between the posts shall rank as obstructions and are the limit of safe pilotage for the purposes of RRS Part 2.

b) Perth Water

While racing, no part of a boat shall sail on the landward side of an imaginary line between the pink cylindrical markers that define the extremities of the course area.

The imaginary lines between the markers shall rank as obstructions and are the limit of safe pilotage for the purposes of RRS Part 2.

c) A breach of this sailing instruction is not open to protests by boats but is subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

d) There is no penalty for touching the posts or buoys defining these areas.

10.4 Abandonment and Shortening

RRS 32 is deleted and replaced with: "After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical."

a) Abandonment of a match which has started will be signalled by an official boat displaying Flag N + numeral flag denoting the match number or the match umpires approaching the two boats concerned and hailing. (Alters Race Signals).

b) The course may be shortened after the start whilst boats are in the general vicinity of Mark W. A shortened course will be signalled by a RC boat approaching the two boats concerned, displaying flag S and making a repetitive sound signal. Boats shall proceed to the finish at the starting/finishing line rounding Mark W if they have not already done so. This alters Race Signals.

A shortened course may affect one, or more than one of the matches in progress.

11 BREAKDOWN AND TIME FOR REPAIRS

11.1 Before the attention signal of a flight or within two minutes of finishing or taking over a boat, whichever is later, a boat may display a green flag 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 close to the starboard side of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match may 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 Starting signals will be made in accordance with rule C3.1 except that the table of signals is changed to the following:

Time to the Start [Minutes]	Visual Signal	Sound Signal	Means
7	Flag 7 displayed	One	Attention Signal
6	Flag 7 removed	None	
5	Flag 5 displayed Numeral pennant displayed	One	Warning signal
4	Flag 4 displayed Flag 5 removed	One	Preparatory signal
2	Blue or yellow flag or both displayed**	One**	End of pre-start entry time
1	Flag 1 displayed Flag 4 removed	One	1 Minute
0	Flag 1 removed Match number board removed	One	Starting signal

12.2 To alert everyone that a flight is about to begin (alert signal), the next flight number will be displayed on a black board with yellow numbers positioned on the transom of the RC boat and accompanied by a repeated sound signal approximately one minute before the attention signal (Flag '7') for the flight.

13 CHANGE OF POSITION OF THE WINDWARD MARK

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 **Change of Course Signals** (Amends RRS 33 and Race Signals)

- Flag C and a coloured board, flag or shape means; the windward mark has been replaced by a similar coloured mark as this board, flag or shape.
- When a change of course after starting only affects some matches, these shall be designated by the appropriate numeral pennant signalled from the leeward mark boat.

13.3 Signalling Vessels

- When a change of course is made for the first leg, the signal shall be displayed from the bow of the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- When a change of course is signalled after the first leg, the signal shall be displayed from the leeward mark boat in the vicinity of mark L. A series of repetitive sound signals shall be made as the affected boats approach the mark.

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 MEDIA, IMAGES AND SOUND

- The OA may require media personnel and equipment (or dummies) to be carried on board at any time and may require competitors to be available for interviews.
- The position of non-racing personnel and equipment will be determined by the RC and may be advised verbally.
- The OA shall have the right to use any images and sound recorded during the event free of any charge.

16 PRIZES

- The principal prize for first place will be the inscription of the winner's name on the Australia Cup perpetual trophy.
- Prizes will be awarded to first, second and third placed teams.
- The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

17 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. See SI 16c.
- b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix D.
- c) The penalty for breaking SI 17a and b is at the discretion of the OA and may include the withdrawal of any prizes or the withholding of deposits.
- d) A breach of SI 17 may be referred to the IJ by the OA and may include exclusion from further participation in the event and/or the withdrawal of any prizes or the withholding of deposits.

18 DISCLAIMER

All those taking part in this event do so at their own risk and responsibility.

Swan River Sailing, Royal Perth Yacht Club, Sunseeker Australia, City of Perth and any other associated sponsor disclaims any and every responsibility for loss, damage, injury or inconvenience that might occur to persons and things both ashore and at sea, as a consequence of participation in any way in this event.

Specific attention is drawn to Fundamental Rule 4, which states “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.

**APPENDIX A
ELIGIBLE SKIPPERS**

SKIPPER	COUNTRY	TEAM	RANKING (27/10/10)
Ben Ainslie	GBR	TEAMORIGIN	2
Mathieu Richard	FRA	French Match Racing Team	3
Torvar Mirsky	AUS	Mirsky Racing Team	4
Ian Williams	GBR	Team GAC Pindar	6
Reuben Corbett	NZL	Black Sheep Racing	12
Ian Ainslie	RSA	Team Proximo	15
Phil Robertson	NZL	Waka Racing	18
Keith Swinton	AUS	Black Swan Racing	23
Will Tiller	NZL	Full Metal Jacket Racing	34
Peter Nicholas	AUS	Freshie Racing Team	62

**APPENDIX B
EVENT FORMAT**

1 STAGE 1 - ROUND ROBIN

- a) All skippers will sail a single round robin - each skipper sails each of the other skippers once.
- b) The eight highest scoring skippers shall qualify for Stage 2.

2 STAGE 2 – QUARTER FINAL KNOCKOUT

- a) The highest ranked skipper from Stage 1 shall select their opponent when requested to do so by the Race Committee. The next highest ranked skipper who has not already been chosen shall select their opponent and so on.
- b) The higher ranked skipper from Stage 1 in each match shall be given a choice of boat or first prestart entry side when requested to do so by the Race Committee.
- c) The first four skippers to score THREE points shall proceed to Stage 3.

3 STAGE 3 – SEMI FINAL KNOCKOUT

- a) The highest ranked skipper from Stage 1 shall select their opponent when requested to do so by the Race Committee. The remaining two skippers shall race each other.
- b) The higher ranked skipper from Stage 1 in each match shall be given a choice of boat or first prestart entry side when requested to do so by the Race Committee.
- c) The first two skippers to score THREE points shall proceed to Stage 5. Their opponents shall proceed to Stage 4.

4 STAGE 4 – PETIT FINAL KNOCKOUT

- a) The higher ranked skipper from Stage 1 shall be given a choice of boat or first prestart entry side when requested to do so by the Race Committee.
- b) The first skipper to score TWO points shall be awarded third place, the other fourth place.

5 STAGE 5 – FINAL KNOCKOUT

- a) The higher ranked skipper from Stage 1 shall be given a choice of boat or first prestart entry side when requested to do so by the Race Committee.
- b) The first skipper to score THREE points shall be awarded first place, the other second place.

**APPENDIX C
BOAT ASSIGNMENTS & MATCH PAIRINGS**

BOAT NUMBER TO BE USED BY COMPETITOR

	B AINSLIE	RICHARD	MIRSKY	WILLIAMS	CORBETT	I AINSLIE	ROBERTSON	SWINTON	TILLER	NICHOLAS
FLIGHT 1	a	b		c				d	e	f
FLIGHT 2	a	b		c				d	e	f
FLIGHT 3	a	b		c				d	e	f
FLIGHT 4	a		b		c	f	e	d		
FLIGHT 5	a		b	d	c	f	e			
FLIGHT 6		a	b		c		e		f	d
FLIGHT 7			b		c		e	a	f	d
FLIGHT 8	f		b		c	d	e	a		
FLIGHT 9		f	b			d	e		a	c
FLIGHT 10					f	d	e	b	a	c
FLIGHT 11				f		d	e	b	a	c
FLIGHT 12		d		f			e	b	a	c
FLIGHT 13	e	d	a	f	b	c				
FLIGHT 14	e	d	a	f	b	c				
FLIGHT 15	e	d	a	f	b	c				

ROUND ROBIN MATCH PAIRINGS

 Port End, Blue Flag  Starboard End, Yellow Flag

	FLIGHT 1	FLIGHT 2	FLIGHT 3	FLIGHT 4	FLIGHT 5	FLIGHT 6	FLIGHT 7	FLIGHT 8
MATCH 1	TILLER (e)	SWINTON (d)	B AINSLIE (a)	ROBERTSON (e~)	I AINSLIE (f^)	TILLER (f~)	SWINTON (a~)	MIRSKY (b)
	WILLIAMS (c)	WILLIAMS (c)	SWINTON (d)	MIRSKY (b~)	MIRSKY (b)	ROBERTSON (e)	MIRSKY (b)	CORBETT (c^)
MATCH 2	RICHARD (b)	B AINSLIE (a)	NICHOLAS (f^)	I AINSLIE (f~)	ROBERTSON (e)	MIRSKY (b)	CORBETT (c)	B AINSLIE (f~^)
	SWINTON (d)	TILLER (e)	WILLIAMS (c^)	B AINSLIE (a)	CORBETT (c)	NICHOLAS (d~)	TILLER (f^)	ROBERTSON (e)
MATCH 3	B AINSLIE (a)	RICHARD (b)	RICHARD (b^)	SWINTON (d)	WILLIAMS (d^)	CORBETT (c)	NICHOLAS (d^)	SWINTON (a^)
	NICHOLAS (f)	NICHOLAS (f)	TILLER (e^)	CORBETT (c~)	B AINSLIE (a^)	RICHARD (a~^)	ROBERTSON (e)	I AINSLIE (d~)

	FLIGHT 9	FLIGHT 10	FLIGHT 11	FLIGHT 12	FLIGHT 13	FLIGHT 14	FLIGHT 15
MATCH 1	ROBERTSON (e)	NICHOLAS (c)	NICHOLAS (c)	SWINTON (b^)	CORBETT (b~)	WILLIAMS (f)	I AINSLIE (c)
	RICHARD (f~^)	CORBETT (f~^)	SWINTON (b)	ROBERTSON (e^)	WILLIAMS (f)	I AINSLIE (c)	CORBETT (b)
MATCH 2	NICHOLAS (c~)	TILLER (a)	ROBERTSON (e)	WILLIAMS (f)	I AINSLIE (c~)	CORBETT (b)	WILLIAMS (f)
	I AINSLIE (d)	SWINTON (b~)	WILLIAMS (f~)	RICHARD (d~)	RICHARD (d)	B AINSLIE (e)	MIRSKY (a)
MATCH 3	TILLER (a~)	ROBERTSON (e)	TILLER (a)	NICHOLAS (c^)	MIRSKY (a~)	MIRSKY (a)	RICHARD (d)
	MIRSKY (b^)	I AINSLIE (d)	I AINSLIE (d^)	TILLER (a^)	B AINSLIE (e~)	RICHARD (d)	B AINSLIE (e)

(^) Indicates crew swaps out of boat at end of current flight

(~) Indicates crew swaps into boat at end of previous flight

APPENDIX D HANDLING BOATS

1 GENERAL

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

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC 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.
- 2.3 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, prior to one sound signal being made by the RC or while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Using a winch to adjust the mainsheet, backstay or vang.
- 2.13 Marking or writing directly on the deck or hull with permanent pens.
- 2.14 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.15 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.16 Cleating halyards using either of the cabin top camcleats.
- 2.17 The use of electronic equipment other than equipment provided or allowed in D3.1.
- 2.18 Removing the boom topping lift.
- 2.19 Using the windward jib/genoa sheet as a barber hauler.
- 2.20 Using a winch handle for the purpose of hiking
- 2.21 A breach of D2.19 and 2.20 is not open to protest by boats but may be subject to action by the umpires in accordance with C8.2. This amends RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

- 3.1 Taking a bag on board containing:
 - a) basic hand tools
 - b) adhesive 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 and clevice pins
- h) velcro tape
- i) bosun's chair
- j) spare flags

3.2 The use of the contents of the bag 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 (including on halyards and sheets)
- e) make minor repairs
- f) make signals as per RRS Appendix C6
- g) timing and taking compass bearings

3.3 Altering the number of falls on the mainsheet

3.4 The use of lazy sheets and control lines for the purpose of hiking normally. This amends RRS 49.1. For clarity, hiking normally does not include trapezing or hiking with the torso below the deck level.

4 MANDATORY ITEMS AND ACTIONS

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC representative, even if no damage or loss is recorded. The report shall include any damage or loss of equipment, however minimal or slight, and shall include advice of matters which could potentially result in damage, danger or disadvantage to the boat during further races.
- 4.2 At the end of each sailing day:
 - (a) Folding, 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) Returning the Jib & Genoa to the clubhouse.
- 4.3 At the end of the final day for a particular boat, the crew shall clean the boat (cabin and decks), remove all trash, tape and marks including (if directed), sponsorship signage.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the RC and worded to permit a yes/no answer.
- 4.5 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 Infringement of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

APPENDIX E EQUIPMENT LIST

SAILS AND SAILING EQUIPMENT

- Mainsail and set of battens
- Genoa
- Jib
- Spinnaker
- Sail bags and boom cover
- Two locking winch handles
- Two genoa cars
- One spinnaker pole
- Two jib sheets
- Two spinnaker sheets
- Two tweakers
- Tiller extension
- Front hatch spinnaker protector
- One esky
- Log book
- Compass
- One blue flag
- One yellow flag
- One Y flag
- One red protest flag
- One green damage flag

SAFETY EQUIPMENT

- One life ring with 27.5m of float rope
- Fourteen life jackets and whistles
- Two red metal buckets with lanyard and sponge
- One torch
- Two manual bilge pumps with hoses and pump handles
- Other safety items required by regulation including flares and first aid kit. (Note: it is the responsibility of the skipper to ensure that a knife and the correct quantity of water is carried onboard)

GROUND TACKLE

- Two fenders
- Four loose mooring lines
- One boat hook
- Anchor, chain and warp (which must remain where placed under the cockpit)