

2002 SHIELDS TROPHY / MAISA McMILLAN CUP ELIMINATIONS

Oct. 7-8
Intercollegiate Sailing Association
United States Naval Academy

DRAFT SAILING INSTRUCTIONS

1. RULES

This regatta will be governed by the Racing Rules of Sailing 1997-2000, the US SAILING prescriptions, the 1997-2000 Intercollegiate Sailing Association Official Procedural Rules for Intercollegiate Sailing Competition (except as any of these are altered by the sailing instructions) and by these sailing instructions. Note that type III Coast Guard approved life jackets must be worn at all times while on the water per the ICSA Procedural Rules.

2. ENTRIES

The following schools have entered the regatta:

Army	Shields Trophy
Coast Guard Academy	Shields Trophy
Kings Point MMA	Both
Maine Maritime Academy	Shields Trophy
Mass. Maritime Academy	Shields Trophy
U. Maryland	MAISA Elims
Naval Academy "A"	Shields Trophy
Naval Academy "B"	(not eligible for Shields Trophy)
N.Y. Maritime Academy	Both
St. Mary's College	MAISA Elims

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official Regatta notice board located in the Hall of Fame on the second floor of the Robert Crown Center.

4. CHANGES TO THE SAILING INSTRUCTIONS

Any change in the sailing instructions will be posted before 0830 on the day it will take effect, except that any change in the schedule of races will be posted by 1900 on the day before it will take effect.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed from the flagpole in front of the Robert Crown Sailing Center.

5.2 Code flag "AP," Answering Pennant - "RACING IS POSTPONED: DO NOT LEAVE THE BASIN." The time of the warning signal will be posted before lowering "AP."

5.3 Numeral Pennant "2" - "PROCEED DIRECTLY TO ALTERNATIVE RACING AREA 2." This pennant shall be displayed from the flagpole in front of the Robert Crown Center prior to boats departing the basin, and will be hoisted with a sound signal. In the absence of this pennant, all competitors should proceed directly to Racing Area 1, as shown on Illustration "A".

6. NUMBER AND SCHEDULE OF RACES

Saturday 07 October	0830 - Report time
	0845 - Skippers' meeting
	0930 - Mandatory practice
	1230 - Warning Signal for Race #1, followed immediately by subsequent races

Sunday 08 October	0830 - Report time
	0845 - Skippers' Meeting
	1020 - Warning signal for the next race, followed by any subsequent races

6.1 No WARNING SIGNAL may be made after 1300 on Sunday 08 October.

6.2 Five races are planned. One race must be completed to constitute a regatta.

7. RACING AREA

The racing areas are outlined on Illustration "A". The primary racing area (Racing Area 1) will be in the basin between Tolly Point and Thomas Point. The alternative racing area (Racing Area 2) will be east of Greenbury Point. If the Race Committee decides to relocate the racing area between races, it will hoist code flag "LIMA" over numeral pennant "1" or "2", accompanied by a sound signal and notification by radio on Channel 77.

8. THE COURSE

8.1 The course will be a windward/leeward configuration with the leeward mark located approximately 100 yards to windward of the starting line. On a course with an odd number of legs, the finish line will be located approximately 100 yards to windward of the windward mark.

8.2 The number of legs to be sailed will be designated by a numeral pennant flown on the Committee Boat at or before the warning signal.

8.3 The approximate compass bearing from the leeward mark to the windward mark will be displayed on a board from the Committee Boat.

8.4 No race may be shortened.

8.5 On the first beat, the leeward mark may be ignored. On a course with an odd number of legs, the windward mark may be ignored on the final beat.

9. CHANGE OF COURSE AFTER THE START

A change of course will be signaled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change a new mark is replaced, it will be replaced with an original mark.

10. MARKS

The windward and leeward marks will be orange tetrahedron shapes. The new mark used in accordance with Sailing Instruction 9, "Change of Course After the Start", will be an orange tetrahedron shape with a black band. The starting mark will be an orange/pink ball. The finishing mark will be an orange/pink ball.

11. THE START

11.1 Races will be started using rule 26, System 2.

11.2 The starting line will be between the orange flag on the committee boat at the starboard end and the starting buoy at the port end.

11.3 There may be a standoff buoy attached to the Race Committee boat. This buoy and the line attaching it to the boat are considered to be part of the Committee Boat.

12. TIME LIMITS

12.1 ICSA rule 11(e)(ii) is modified as follows: Unless one boat finishes within two hours of the starting signal, the race shall be abandoned. A race shall also be abandoned if the leading boat has not reached the first mark within 30 minutes after the start, the second mark within 60 minutes after the start, the third mark or the finish in a three leg course within 90 minutes, or the finish of any other race within two hours.

12.2 All boats not finished within thirty minutes of the first boat shall receive the points equal to the average of one more than the last boat to finish within the thirty minutes of the first boat and last place. Fractions will not be rounded off.

13. RECALLS

13.1 ICSA rule 11(f)(iv) will not be used. Individual recalls will be signaled in accordance with rule 29. The Race Committee will attempt to notify premature starters by hail and/or VHF radio on Channel 77. This does not relieve a competitor's obligation to start properly.

13.2 The "Round The Ends Rule" shall apply after a general recall in accordance with ICSA rule 11(f)(vi). Code flag "I" will not be displayed. This changes rule 30.1.

13.3 Each boat's recall number will be her mainsail number.

14. THE FINISH

The finish line will be between the orange flag on a Race Committee boat and the finishing mark.

15. PROTESTS

15.1 Protests shall be written on forms available in the Offshore Office and delivered to the Offshore Office within 1 hour after the last boat's finish in the last race of the day. This protest filing time limit will be posted on the Regatta notice board.

15.2 Rules 60.1 and 61.1 shall be used for this event. ICSA rules 19(a) and (b) shall not apply.

15.3 Protest flags (Red Flag) will be supplied for each boat. All skippers/crews must ensure that the protest flag is aboard at the beginning of each day.

15.4 Protest flags must be flown from the backstay.

15.5 Protests, including the boat being protested, must be reported to the Race Committee immediately after finishing.

15.6 The jury will hear protests in the approximate order of receipt, beginning as soon as possible after protests have been received.

15.7 Safety Officers shall not serve as witnesses unless the circumstances as described in sailing instruction 23 and /or Attachment "C", paragraph 3 are met.

16. ALTERNATIVE PENALTIES

16.1 In accordance with ICSA Procedural Rule 20(b) and (c) and rule 44.3, the scoring penalty will be in effect. The penalty will be 2 points.

16.2 A Yellow flag will be supplied for each boat. The Yellow flag must be flown from the backstay. All skippers/crews must ensure that the yellow flag is aboard at the beginning of each day.

16.3 Acceptance of an alternative penalty shall be reported in writing on a protest form and turned in to the Offshore Office within the protest time limit.

16.4 A boat that complies with any part of these requirements will be scored with a 50% penalty (5 pts.) unless she complies with all of the requirements. This changes rule 44.3.

17. SCORING

Scoring will be done in accordance with ICSA Procedural Rules 13 and 14. Each boat's total score will be the sum of her scores for all races.

18. RADIO COMMUNICATION

18.1 A boat shall not make any radio transmissions while racing except as provided in sailing instruction 24.2 and 24.3 or receive any special radio communication not available to all boats.

18.2 VHF Channel 77 may be used to supplement other means of communication to inform boats of on course side status, course changes or sail restrictions being imposed. Competitors should monitor Channel 77 between races.

18.3 All boats must monitor Channel 82A when departing or returning to Santee Basin. Boats must request permission to leave and enter the basin by calling on 82A "Santee Basin Control, this is NA__ , BOAT NAME, requesting permission to exit/enter the Basin". Santee Basin Control will respond, after which you should reply "This is NA__ , BOAT NAME, roger out".

19. BREAKDOWN

19.1 If a boat requests breakdown points in a race, it should fly the white flag supplied at the earliest opportunity during the race, and shall notify the Race Committee upon finishing. ICSA Procedural Rules 13(f) applies.

19.2 Breakdown requests must be filed in the same manner as protests using the protest form provided. Guidelines for breakdowns can be found in ICSA Procedural Rules Appendix 7.

19.3 The white breakdown flag must be flown from the backstay. All skippers/crews must ensure that the white flag is aboard at the beginning of each day.

20. REQUESTS FOR REPAIRS OR REPLACEMENT OF EQUIPMENT

20.1 Boats may request replacement of lost gear, or repair to the boats by displaying the white "Breakdown" flag from the backstay and requesting assistance on Channel 77 when not racing.

20.2 At the discretion of Naval Academy officials, a boat may be advised to continue to race if it is determined that the loss or breakage of equipment does not materially affect the boat's safety or performance.

21. BOATS

21.1 The Navy 44's will be used for the competition. All standing rigging will be preset before the Regatta to make the boats as evenly matched as possible. Standing rigging, with the exception of the backstay, shall not be adjusted or modified without authority of the Race Committee. Bottom cleaning of any kind is not allowed. Equipment, as outlined in Attachment "B", "NAVY 44 SETUP and PROCEDURES" will not be moved. In addition to the special equipment permitted in ICSA Procedural Rule 11. d) i), competitors are permitted to bring a personal topping lift pennant and the foreguy may be rigged to a 1:1 ratio.

21.2 The only electrical instruments you are allowed to use are the VHF radio turned to channel 82A, 77, 16 or the weather station, and the depth sounder.

21.3 Boats will race with eight (8) crewmembers plus the assigned safety officer. A maximum of two alternates may sail during the regatta. (Also see Attachment "C", "SAFETY OFFICER PROCEDURE".)

22. EXPEDITING RACING

To expedite matters, the Race Committee may award a boat her position and score in a race if it is determined that the boat's position in that race is secure. In this event, the boat will be informed of her position and will be asked to proceed without delay, using the engine if necessary, toward the starting line so that the next race may be started within a reasonable time.

23. AVOIDING COLLISIONS

THERE ARE TO BE NO COLLISIONS. Particular attention is directed to rule 14 and ICSA rule 18. Any collision may result in disqualification of both boats, (bow-to-beam collisions will always result in disqualification of both boats) unless the jury finds, as fact, that the right-of-way boat made every reasonable attempt to avoid damage. The direction of safety officers assigned in regard to avoidance of collision is FINAL, and can be used as evidence in a protest hearing that action by the right-of-way boat was required to avoid a collision. If the jury or Navy officials deem that a boat was negligent in an incident involving a collision, the boat WILL be disqualified from the REGATTA.

24. SAFETY

24.1 Each competitor is solely responsible for his or her personal safety. However, in circumstances it considers hazardous, the Race Committee may require a competitor to accept assistance.

24.2 If there is an injury to any crewmember, assistance may be obtained immediately by hailing the Race Committee on VHF 77. If in the opinion of the safety officer, the injury requires immediate attention, they will hail the Race Committee on VHF 77 and assistance will be rendered. Boats may continue racing in accordance with rule 41 when appropriate.

24.3 A boat that retires from a race shall notify the Race Committee boat promptly.

25. BOAT ASSIGNMENTS

Boats, sails and safety officers have been assigned as shown on Attachment "D".

26. SAIL LIMITATIONS

Should conditions require, the Race Committee may limit the use of sails by displaying the code flags as indicated below. These signals will be made prior to the Warning Signal. Generally, these restrictions will be applied to prevent damage to equipment while keeping racing equitable.

No signal	Use either #1 or #3, NO other restrictions
R	USE #3 JIB
W	ONE REEF IN MAIN
Z	NO SPINNAKERS

Other sail combinations may be used at the direction of the Race Committee.

27. COACHING

Every effort will be made to provide equal access for coaches with their crews during the regatta. Coaches will not be allowed aboard competitors' boats between the Warning signal for the first race of a day and the Finish signal for the last race of a day. Coaches may be requested to assist with repairs of lost or damaged equipment between races. Time permitting, coaches will be allowed to communicate with their crews from supplied support craft between races. There is to be no radio communication between coaches or support personnel and the crews.

28. RESTRICTED AREAS

Restricted areas are shown on Illustration "A" and include honoring ANNAPOLIS HARBOR (Main Channel) marks as follows:

- ALL boats must pass to the WEST of: Red dolphin "4", Yellow dolphin "A", Spider buoy inside Red dolphin "4"
- ALL boats must stay well to the EAST of: Shoal Pole off HORN PT.
- ALL boats must pass to the EAST of: Green dolphin "1AH" off Tolly Pt.
- Avoid the SHOAL area between Thomas Pt. and Thomas Pt. Light.

29. INVENTORY SHEETS

Each team MUST turn in the following EACH NIGHT:

Navy 44 Inventory Checklist
Securing the Navy 44's Checklist

Failure to turn in these sheets may result in disqualification from that day's races. Sheets will be distributed at the Skippers' Meeting.

ATTACHMENT "B" - NAVY 44 SET-UP and PROCEDURES

SAILS: All of the Navy 44's are equipped with the following racing sails:

MAIN
#1 GENOA
#3 JIB
1 oz. SPINNAKER

1. All other sails onboard **MUST REMAIN** onboard and will only be used at the Race Committee's direction.
2. While racing, sails may also be stored on the main cabin floor or by the aft bunk.
3. Sails must be returned to the bow cabin at the end of racing each day except the lettered #1 GENOA and SPINNAKER should be placed in the main cabin. After racing on Sunday the lettered #1 GENOA and SPINNAKER should be returned to the Sailing Center.

SPINNAKER:

1. Be especially careful when dropping the jib after a spinnaker set as the hanks may tear the spinnaker!
2. Banding the spinnaker is not allowed on the Chesapeake Bay due to environmental concerns.
3. Spinnaker **AFTERGUY BLOCKS MUST** be placed in the second hole aft of the center stanchion (by shrouds) and tied to the upper lifeline.

EQUIPMENT: ALL SUPPLIED EQUIPMENT AND GEAR other than that used for trimming or adjusting sails **SHALL REMAIN** in the position you found it unless you receive permission from the Race Committee to move it with the exception of the foreguy that may be re-rigged as permitted by SI 20.1.

1. Any loose books, charts, paper work may be stowed in the navigation table or placed on the adjacent shelves.
2. While racing, unless being used, one anchor shall be stored on the starboard side forward under the pipe berth in the forward cabin. The other anchor shall be stored in the compartment aft of the engine block.
3. All personal gear may be stowed as you please

INSTRUMENTS: The only electronic instruments you are allowed to use are the following:

1. VHF Radio tuned to channel 82A, 77, 16, the weather station, or other channel at the Race Committee's direction.
2. Depth Sounder: SET to read in FEET from surface (Navy 44 draws 8'0")

NO OTHER INSTRUMENTS SHOULD BE USED AT ANY POINT UNLESS FOR AN EMERGENCY

LEAVING/ENTERING SANTEE BASIN: Engine Logs must be on board the boat and filled out prior to getting under way. When ready to leave your slip or re-enter the basin, call Santee Basin Control on Channel 82A and say:

"Santee Basin Control, this is NA- # boat name , requesting permission to exit/enter the basin. Over."

They will respond giving you permission to exit/enter the basin, but may ask you to exit/enter after another boat.

Reply "This is NA-#, boat name, Roger. Out."

DOCKING THE BOAT: When you return to Santee Basin, dock your boat in the appropriate slip [NA-20 to the far left, in descending order to the right]. Complete the daily checklist for **SECURING THE NAVY 44's** supplied at the skippers' meeting.

MATERIAL DISTRIBUTED AT SKIPPER'S MEETING: Leave the three flags and two charts distributed IN the Nav. table each night. When you get on your next boat, be sure that this material is on your boat. At the end of racing on **SUNDAY**, turn in the flags and charts to the **OFFSHORE OFFICE**.

FEATHERING THE PROP: Engine in forward at approx. 3-4 knots boat speed; pull T-handle (engine off); prop should feather and shaft should stop turning; leave in forward. Shaft is lined up properly when key in coupling is at 10:30 position (this should happen automatically).

USING THE HEAD:

- Put INLET Seacock Handle (in hatch at foot of steps) to VERTICAL
- VALVE for "overboard/tank" must be set for "tank"
- FLUSH thoroughly (10 pumps)
- WHEN DONE: Put INLET seacock handle back down in the closed position

WATER: There is NO drinking water onboard. BRING your own drinking water.

MISC. SET-UP: Suggested rigging tips:

1. The forward TACK SHACKLE is preferred
2. The INNER FORESTAY should lead aft through the guide on the port side of the mast and attach to the fitting beneath the vang.
3. Jib Sheets for the #3 and #4 JIBS normally are led outside the forward lower shroud and inside the upper and aft lower shroud.

ATTACHMENT "C" - SAFETY OFFICER PROCEDURE

Each boat is provided with a safety officer. Each safety officer is a Naval Academy Sailing Squadron volunteer coach who regularly participates in the Offshore sailing program at the Naval Academy. Each also has a "D" qual. or higher which means that they are qualified as a senior skipper and are very knowledgeable offshore sailors.

1. The roll of the safety officer is first and foremost to ensure the safety of the sailors, and second, to ensure the safety of the equipment, in any Offshore (Big Boat) event hosted by the Naval Academy.

2. **POSITIONING:** The safety officer **WILL** be positioned aft in the vicinity of the backstay. They **SHALL NOT** move forward or below between the preparatory Signal and the finish except in the case of an emergency. They **MAY** move to windward or leeward to help the trim of the boat.

3. The safety officer **SHALL** help you with:

- Avoiding collisions As a potential collision situation develops, the safety officer may ask the skipper his or her intentions in order to ensure that appropriate avoiding actions will be taken. **IF** the safety officer instructs you to alter course, you **MUST DO SO!** If this occurs during the race, and results in a protest, the safety officer will be available as a witness to help support your case.
- Avoiding **RESTRICTED AREAS**

4. The safety officer **MAY** help you with:

- Rigging the boat or helping you locate/place/stow rigging or equipment
- Operation of the engine - Assistance getting out of and into Santee Basin
- Steering the boat before the Warning Signal of the first race of the day or after the finish of the last race of the day, or in the case of an emergency.
- Assisting with any other equipment related questions or problems

5. The safety officer **MAY NOT** help you with:

- Tactical decisions, suggestions or observations
- Strategic decisions, suggestions or observations (wind, weather, current, etc.)
- Boat handling decisions, suggestions or observations
- Any boat handling maneuvers including adjusting the backstay
- Acting as a witness in a protest unless they have instructed you to alter course.

6. Report any problems with the boat to the safety officer. They will help you fill out the "DISCREPANCY CHIT" provided in your packet. However, **YOU** are responsible to report the problem to the Offshore Office and hand in your inventory sheet and securing the Navy 44 sheet.

7. The safety officer **WILL** ensure that competitors on their boat comply with the sailing instructions and report discrepancies to the Race Committee.

ATTACHMENT "D" – SAFETY OFFICERS & BOAT ASSIGNMENTS

Boats are designated by their MAINSAIL number. Mainsail covers reflect the BOAT # except main NA-10 is being used on hull and mainsail cover NA-7.

SAFETY OFFICER / BOATS

<u>BOAT #</u>	<u>BOAT NAME</u>	<u>SAFETY OFFICER</u>
NA 8	FEARLESS	Bud Darr / Dan Crowley
NA 10	DAUNTLESS	Ron Thomas
NA 13	RESOLUTE	Maureen Mills
NA 14	INTREPID	Bob Woodside
NA 15	FROLIC	Brian Wright
NA 16	RESTLESS	Vann Walke
NA 17	DANDY	Hank Cobb
NA 18	DASH	Art Hamilt
NA 19	BOLD	Gene Bouslog
NA 20	CHALLENGER	Dick Morin
NA 6	ACTIVE	(Spectator boat)
NA 1	AUDACIOUS	RC

BOAT and SAIL ASSIGNMENT

<u>SCHOOL</u>	<u>GENOA/SPIN.</u>	<u>BOAT</u>
Coast Guard	C	8
Army	A	10 (on NA-7 hull)
U. Maryland	D	13
Kings Point	K	14
St. Mary's	F	15
Maine Maritime	E	16
Mass. Maritime	I	17
NY Maritime	H	18
Navy "Blue"	B	19
Navy "Gold"	G	20

Securing the Navy 44's - Boat Number: _____ College: _____ Date: SATURDAY 07 October 2000

- _____ Ensure you are selecting the appropriate pair of stern and spring lines when entering slips
- _____ Ensure the bow of the boat is ABEAM of the **YELLOW MARK** on finger pier
- _____ Cross **STERN** lines. Lay bitter end of lines on the stern pulpit
- _____ Cross double **BOW** lines and secure on cleats. Coil bitter end on bow pulpit.
- _____ Spring lines through the amidships closed chocks, then led to the primary winches.
- _____ Boom level with main outhaul eased
- _____ Main flaked on boom with battens parallel to boom [**NOT BENT OVER BOOM!**]
- _____ Reef lines coiled, bitter end looped over the reefing horns at gooseneck.
- _____ **HALYARDS:** Jib halyards to be made fast to their tack shackles. Spinnaker halyards made fast to the base of the first stanchion. Baby forestay attached to its foredeck fitting.
- _____ Sail cover properly bent on (mast end first, then work aft)
- _____ Wheel cover bent on.
- _____ Wheel dampener (NOT a true lock) in the tightened position. Do not over-apply pressure...just until snug.
- _____ Engine stop "T" handle shall be in the down position.
- _____ Dorades facing forward except the two on the transom which face aft
- _____ Close and secure all hatches
- _____ BACKSTAY at 500 PSI
- _____ Instrument covers in place
- _____ **ELECTRICAL SYSTEM:** Shore power cable wrapped around mooring line, but NOT through open chock, and plugged in to receptacle in cockpit. Put in **ON** position: Battery charger, 115 Voltage, Perko for House Batteries, Main Breaker, Bilge Alarm Put in **OFF** position: Perko for Engine
- _____ All sheets and guys coiled and hung in port sheet locker
- _____ STOW all winch handles, Snatch blocks, preventer tackle in HERNIA box. Place HERNIA box on top of Engine Box.
- _____ REPORT any discrepancies to your safety officer **AND** to the offshore office. Turn in discrepancy chit to Offshore Office (your Safety Officer will help you with this).

SKIPPER _____ **Signature** _____

SAFETY OFFICER _____ **Signature** _____

Securing the Navy 44's - Boat Number: _____ **College:** _____ **Date:** SUNDAY 08 October 2000

- _____ Ensure you are selecting the appropriate pair of stern and spring lines when entering slips
- _____ Ensure the bow of the boat is ABEAM of the **YELLOW MARK** on finger pier
- _____ Cross **STERN** lines. Lay bitter end of lines on the stern pulpit
- _____ Cross double **BOW** lines and secure on cleats. Coil bitter end on bow pulpit.
- _____ Spring lines through the amidships closed chocks, then led to the primary winches.
- _____ Boom level with main outhaul eased
- _____ Main flaked on boom with battens parallel to boom [**NOT BENT OVER BOOM!**]
- _____ Reef lines coiled, bitter end looped over the reefing horns at gooseneck.
- _____ **HALYARDS:** Jib halyards to be made fast to their tack shackles. Spinnaker halyards made fast to the base of the first stanchion. Baby forestay attached to its foredeck fitting.
- _____ Sail cover properly bent on (mast end first, then work aft)
- _____ Wheel cover bent on.
- _____ Wheel dampener (NOT a true lock) in the tightened position. Do not over-apply pressure...just until snug.
- _____ Engine stop "T" handle shall be in the down position.
- _____ Dorades facing forward except the two on the transom which face aft
- _____ Close and secure all hatches
- _____ BACKSTAY at 500 PSI
- _____ Instrument covers in place
- _____ **ELECTRICAL SYSTEM:** Shore power cable wrapped around mooring line, but NOT through open chock, and plugged in to receptacle in cockpit. Put in **ON** position: Battery charger, 115 Voltage, Perko for House Batteries, Main Breaker, Bilge Alarm Put in **OFF** position: Perko for Engine
- _____ All sheets and guys coiled and hung in port sheet locker
- _____ STOW all winch handles, Snatch blocks, preventer tackle in HERNIA box. Place HERNIA box on top of Engine Box.
- _____ REPORT any discrepancies to your safety officer **AND** to the offshore office. Turn in discrepancy chit to Offshore Office (your Safety Officer will help you with this).

SKIPPER _____ **Signature** _____

SAFETY OFFICER _____ **Signature** _____

BOAT NUMBER: _____ **COLLEGE:** _____ **DATE:** SATURDAY 07 October 2000

Please check the boat thoroughly and note any discrepancies on this form and make sure that if anything is in need of repair or replacement that it is brought to our attention immediately.

<u>SAILS:</u>	<u>Qty.</u>	<u>DISCREPANCIES</u>
#1 (lettered)	___	
#2	___	
#3	___	
#4	___	
1 oz. Spin. (lettered)	___	
Main	___	
Storm Sails	___	
Other sails	List:	

EQUIPMENT IN PORT SHEET LOCKER:

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Genoa Sheets	___	
Spin. Sheets	___	
Spin. Guys	___	
Fenders	___	
Bilge pump handle	___	

EQUIPMENT IN STBD. GEAR LOCKER:

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Single winch hand.	___	
Double winch hand.	___	
Lg. Snatch blocks	___	
Sm. Snatch blocks	___	
Preventer tackle	___	

EQUIPMENT ON BOARD

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Jib Tack Shackles	___	
Jib Halyards	___	
Spin. Halyards	___	
Topping Lift	___	
Main Sheet	___	
Foreguy	___	
Main Traveler Sys.	___	
Spin. Pole	___	
Jib Lead Blocks	___	
Spreacher Blocks	___	
Backstay Adjuster	___	
PFD's (aft lazarette)	___	
Boat Hook	___	
Charts (12283,12270)	___	(in Nav. Desk)
Red Flag	___	(in Nav. Desk, or on back stay)
Yellow Flag	___	(in Nav. Desk, or on back stay)
White Flag	___	(in Nav. Desk, or on back stay)

SKIPPER _____

Signature _____

SAFETY OFFICER _____

Signature _____

BOAT NUMBER: _____ **COLLEGE:** _____ **DATE:** SUNDAY 08 October 2000

Please check the boat thoroughly and note any discrepancies on this form and make sure that if anything is in need of repair or replacement that it is brought to our attention immediately.

<u>SAILS:</u>	<u>Qty.</u>	<u>DISCREPANCIES</u>
#1 (lettered)	___	
#2	___	
#3	___	
#4	___	
1 oz. Spin. (lettered)	___	
Main	___	
Storm Sails	___	
Other sails	List:	

EQUIPMENT IN PORT SHEET LOCKER:

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Genoa Sheets	___	
Spin. Sheets	___	
Spin. Guys	___	
Fenders	___	
Bilge pump handle	___	

EQUIPMENT IN STBD. GEAR LOCKER:

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Single winch hand.	___	
Double winch hand.	___	
Lg. Snatch blocks	___	
Sm. Snatch blocks	___	
Preventer tackle	___	

EQUIPMENT ON BOARD

	<u>Qty.</u>	<u>DISCREPANCIES</u>
Jib Tack Shackles	___	
Jib Halyards	___	
Spin. Halyards	___	
Topping Lift	___	
Main Sheet	___	
Foreguy	___	
Main Traveler Sys.	___	
Spin. Pole	___	
Jib Lead Blocks	___	
Spreacher Blocks	___	
Backstay Adjuster	___	
PFD's (aft lazarette)	___	
Boat Hook	___	
Charts (12283,12270)	___	(in Nav. Desk)
Red Flag	___	(in Nav. Desk, or on back stay)
Yellow Flag	___	(in Nav. Desk, or on back stay)
White Flag	___	(in Nav. Desk, or on back stay)

SKIPPER _____

Signature _____

SAFETY OFFICER _____

Signature _____

RECORD OF PARTICIPATION

INTERCOLLEGIATE Y.R.A. OF NORTH AMERICA

EVENT: Shields Trophy / MAISA McMillan Cup Eliminations

HOST: U.S. Naval Academy **DATE:** 07-08 October 2000

COLLEGE: _____ **Skip./coach Sign.:** _____

	FULL NAME	CLASS	RACES SAILED					
1. Skipper	_____	_____	ALL	1	2	3	4	5
2. Crew	_____	_____	ALL	1	2	3	4	5
3. Crew	_____	_____	ALL	1	2	3	4	5
4. Crew	_____	_____	ALL	1	2	3	4	5
5. Crew	_____	_____	ALL	1	2	3	4	5
6. Crew	_____	_____	ALL	1	2	3	4	5
7. Crew	_____	_____	ALL	1	2	3	4	5
8. Crew	_____	_____	ALL	1	2	3	4	5
ALTERNATES								
9. Crew	_____	_____	ALL	1	2	3	4	5
10. Crew	_____	_____	ALL	1	2	3	4	5

COLLEGE: _____ **Skip./coach Sign.:** _____

	FULL NAME	CLASS	RACES SAILED					
1. Skipper	_____	_____	ALL	1	2	3	4	5
2. Crew	_____	_____	ALL	1	2	3	4	5
3. Crew	_____	_____	ALL	1	2	3	4	5
4. Crew	_____	_____	ALL	1	2	3	4	5
5. Crew	_____	_____	ALL	1	2	3	4	5
6. Crew	_____	_____	ALL	1	2	3	4	5
7. Crew	_____	_____	ALL	1	2	3	4	5
8. Crew	_____	_____	ALL	1	2	3	4	5
ALTERNATES								
9. Crew	_____	_____	ALL	1	2	3	4	5
10. Crew	_____	_____	ALL	1	2	3	4	5

COLLEGE: _____ **Skip./coach Sign.:** _____

	FULL NAME	CLASS	RACES SAILED					
1. Skipper	_____	_____	ALL	1	2	3	4	5
2. Crew	_____	_____	ALL	1	2	3	4	5
3. Crew	_____	_____	ALL	1	2	3	4	5
4. Crew	_____	_____	ALL	1	2	3	4	5
5. Crew	_____	_____	ALL	1	2	3	4	5
6. Crew	_____	_____	ALL	1	2	3	4	5
7. Crew	_____	_____	ALL	1	2	3	4	5
8. Crew	_____	_____	ALL	1	2	3	4	5
ALTERNATES								
9. Crew	_____	_____	ALL	1	2	3	4	5
10. Crew	_____	_____	ALL	1	2	3	4	5