



PROHIBITED ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by a Club Official 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 RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Using a spinnaker when sustained winds are above 20knts and leaving the dock when winds are over 25 knts.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.17 Using the spinnaker pole to wing out the foresail.
- 2.18 Marking directly on the hull or deck with permanent ink.
- 2.19 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 traveller, the traveller, and the vang.
- 2.20 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.
- 2.21 Attaching the spinnaker pole to the standing rigging.
- 2.22 Use of any tape that leaves a residue/use of duct tape

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 RC, 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) 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) releasing backstay tension
- 4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- 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.
- 4.6 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.
- 4.7 Wearing a lifejacket at all times is a mandatory condition of using the J/22s. The lifejacket shall be worn at all times while away from the dock to prevent injury and death. Please set a good example and wear your PFD.

SDYC J/22 FLEET HANDLING GUIDELINES



SI ADDENDUM D – EQUIPMENT LIST

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

SAILS and SAILING EQUIPMENT

Mainsail and set of battens
 Headsail
 Spinnaker
 One spinnaker pole
 Two spinnaker sheets
 One luggage tag style headsail sheet
 One Tiller extension
 Two Jib cars
 One pair of tweakers
 One winch handle

SAFETY GEAR

Handheld bilge pump
 Bucket with lanyard
 Sponge
 Paddle
 Throwable cushion
 One package of lifejackets containing 4 lifejackets, 3 flares, 3 glow sticks, one whistle/horn, and daytime distress flag

MOORING LINES and FENDERS

Two mooring lines
 Two fenders
 Hoisting strap
 Tow line

DAMAGE

Your SDYC account serves as your damage deposit and will be held accountable for up to \$1,000 USD worth of damage. The Check-In forms provided on the boat serve to account for when and by whom any damage to the boats has been done. If you notice significant damage to the boat at the beginning of the day, note it on the form and take another boat (if available) if you are not comfortable sailing the damaged boat. Incidents not mentioned on the form will be attributed to the last person or group who had use of the boat in question.

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. Includes loss of provided equipment.
Level B – Moderate 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.

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These guidelines are employed when visitors come to use our boats for Match Race Regattas and have served the Club well. Applying them to Fleet Membership, If the boats are treated well by all who use them, it is reasonable to expect that they will remain in working condition for many years to come for the enjoyment of all.

RIGGING DIAGRAMS:

n.b. – our boats differ from the diagram in regards to twing positioning and jib sheeting angles.

