



THE CASTLE TROPHY

23 - 26 MAY 2025

ORGANIZING AUTHORITY (OA) ROYAL YACHT SQUADRON COWES

*in association with
GSTAAD YACHT CLUB
GSTAAD*

TEAM RACING SAILING INSTRUCTIONS (SIs)

Incorporating Change Three

Abbreviations:

CV – Committee Vessel
OA – Organizing Authority
ONB – Official Notice Board

PC – Protest Committee
RC – Race Committee
RRS – Racing Rules of Sailing 2025-28

1 RULES

- 1.1 The event will be governed by:
 - 1.1.1 The 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
 - 1.1.2 The rules for Handling Boats, SIs Addendum A, which also apply to any practice sailing.
- 1.2 RRS 14 shall apply at all times whether the boat is racing or not.
- 1.3 RRS 17 is deleted.
- 1.4 RRS 20 is changed so that the following arm signals by the helmsman are required in addition to the hails:
 - 1.4.1 for room to tack, repeatedly and clearly pointing to windward; and
 - 1.4.2 for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
- 1.5 RRS 40.1 applies throughout the event.
- 1.6 The right of appeal will be denied in accordance with RRS 70.3(b).
- 1.7 Major changes to the RRS are detailed in SIs Addendum C.
- 1.8 Where there is reference in the RRS or in the SIs to the hull it will include the side extension tubes and connectors.
- 1.9 All races will be umpired. See SIs Addendum C.
- 1.10 J70 Class Rules will not apply.
- 1.11 Each boat shall sail with at least three crew members.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Changes to these SIs made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC.
- 2.2 Code 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.
- 2.3 Amendments made afloat will be signalled by the display of Code Flag L on the CV accompanied by three sound signals. An umpire may communicate these either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The online ONB is located on the Event Page at www.RYS.org.uk
- 3.2 The Race Office is located in RYS, telephone 01983 292191, email mail@rys.org.uk
- 3.3 On the water, the RC intends to communicate with competitors by VHF on Ch 77, and on Telegram, see SIs Addendum E.
- 3.4 All competitors shall attend the First Briefing, unless excused by the OA.
- 3.5 From the First Warning Signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions, and shall not receive voice or data communication, that is not available to all boats.

4 CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with reasonable requests from race officials.

5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed from the RYS Lodge Flagstaff.
- 5.2 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. This changes AP in Race Signals.
- 5.3 Flag D with one sound means 'The Warning Signal will be made not less than 60 minutes after Flag D is displayed'. Boats shall not leave RYS Haven until this signal is made.

6 SCHEDULE OF RACES

- 6.1 The Race Schedule will be displayed on the ONB and may be repeated on Telegram.
- 6.2 The format of racing will be Random Pairs two-boat team racing; spinnakers will not be used. See SIs Addendum G.
- 6.3 Each subsequent race will be started as soon as practicable after the previous race. Boats are advised to stay close to the CV after finishing / retiring.
- 6.4 The scheduled time of the Warning Signal for the first race on the first day is at 1245.

7 TEAM FLAGS

- 7.1 The Team flags will be as per the Race Schedule. Helmsmen shall ensure that they are displaying the correct colour flag for their Team in each race.

8 RACING AREA

- 8.1 The racing area is intended to be in East Osborne Bay.

9 COURSES

- 9.1 The diagram in SIs Addendum E depicts the course, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 The Course letter and number may be displayed on the CV.
- 9.3 Courses will not be shortened. This changes RRS 32.

10 MARKS

- 10.1 Marks 1, 2 and 3 are all small Orange inflatable marks.
- 10.2 The starboard-end Starting Mark will be the CV displaying an Orange Flag. The port-end Starting Mark will be a small White Danbuoy, which may display a Orange Flag.
- 10.3 The port-end Finishing Mark will be the CV displaying a Blue Flag. The starboard-end Finishing Mark will be a small White Danbuoy, which may display an Orange Flag.

11 OBSTRUCTIONS

- 11.1 All yachts shall comply with [ABP Southampton Notice to Mariners No 06 of 2025](#) giving details of a Precautionary Area and Moving Prohibited Zone (MPZ). The MPZ shall rank as an obstruction for the purposes of RRS 19 and 20.

12 THE START

- 12.1 Races will be started by using the following signals:

Signal	Minutes before Starting Signal	Sound Signal	Visual Signals
Warning	3	One	Team colours displayed
Preparatory	2	One	Flag P displayed
One-minute	1	One Long	Team colours removed
Starting	0	One	Flag P removed

- 12.2 Times shall be taken from the start of each sound signal. The failure or delay of a visual signal, including flags as specified above, shall be disregarded. This changes RRS 26.
- 12.3 When a boat is subject to RRS 29.1 a coloured flag corresponding to her Team Identification colour, will be displayed but not for more than two minutes after the Starting Signal; this changes RRS 29.1. The RC may hail the boat numbers of premature starters, but failure to attract the attention of a premature starter will not be a cause for redress. This changes RRS 61.4(b)(1).
- 12.4 To alert boats that a race will soon begin, the Orange Flag will be displayed One (1) minute before the Warning Signal accompanied by multiple sound signals.
- 12.5 The Starting Line is between a staff displaying an Orange Flag on the CV at the starboard-end and the course side of the Starting Mark at the port-end.
- 12.6 A buoy may be attached to a CV anchor line just below keel depth. Boats shall not pass between this buoy and the CV at any time. This buoy is part of the CV ground tackle. A breach of this SI shall be considered a breach of RRS 31.
- 12.7 Boats whose Warning Signal has not been made shall avoid the Starting Area during the starting sequence for other races.

13 CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 After the start of a race, the RC may change the position of any mark, except the position of a mark towards which boats are racing. This changes RRS 33, and will not be a cause for redress, changing RRS 61.4(b)(1).

14 THE FINISH

- 14.1 The Finishing Line is between the course side of the starboard-end Finish Mark and the staff displaying a Blue Flag on the CV.
- 14.2 A buoy may be attached to a CV anchor line just below keel depth. Boats shall not pass between this buoy and the CV at any time. This buoy is part of the CV ground tackle. A breach of this SI shall be considered a breach of RRS 31.
- 14.3 Any signal (Whistle) at the Finish is only an indication that the boat signalled has crossed the Finish Line. It is not an indication that the boat has correctly sailed the Course and finished.

15 PENALTY SYSTEM

- 15.1 Damage penalties are listed in SIs Addendum B.
- 15.2 Umpired race penalties are listed in SIs Addendum C.

16 TIME LIMITS

- 16.1 There shall be no time limit for races. However the RC may abandon a race for any reason. This changes RRS 32.

17 HEARING REQUESTS

17.1 Not applicable.

18 SCORING

18.1 Each boat in the winning team of each race shall be scored Zero Race Loss. Each boat in the losing team shall be scored One Race Loss. This changes RRS Appendix D3.

18.2 Boats shall be ranked in order of number of race losses, lowest number first. If the boats have not completed an equal number of races, they shall be ranked in order of the percentage of races lost.

18.3 Ties will be decided in favour of the team(s) who:

(a) placed in order, has the lowest number of losses in the races between the tied teams;

(b) when the tie is between two teams in a multiple round robin, has won the last race between the two teams;

(c) has the fewest losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used:

(1) the higher-place tie shall be resolved before the lower- place tie, and

(2) all the teams in the lower-place tie shall be treated as a single team for the purposes of SI 18.3;

18.4 When SI 18.3 does not resolve a tie and if the tie needs to be resolved for a later stage of the event, the tie shall be broken by a sail-off when practicable. When the RC decides that a sail-off is not practicable, the tie shall be decided in favour of the team who has the highest score in the round-robin series after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying SI 18.3.

18.5 The provisions of RRS 90.3(e) will apply.

19 SAFETY REGULATIONS

19.1 Teams will be identified by a Lettered Bib supplied by the OA. Where two bibs are provided, one shall be worn by the helm, with the Letter visible to an umpire and the RC at all times.

20 REPLACEMENT OF CREW OR EQUIPMENT

20.1 Not applicable.

21 EQUIPMENT AND MEASUREMENT CHECKS

21.1 Not applicable.

22 SUPPLIED BOATS

22.1 J70-type boats, and the sails to be used, will be provided by the OA, and allocated by the RC.

22.2 The boats to be sailed by a team will be identified by a coloured flag affixed to the backstay and to the shrouds. The Team Identification colours are Blue and Yellow.

22.3 The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires.

22.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Code Flag L is not required.

23 OFFICIAL VESSELS

23.1 The CV is CASTLE TWO, a blue-hulled catamaran boat, with the word COMMITTEE displayed on each side of the hull.

23.2 Mark-laying vessels will be RYS ribs.

24 SUPPORT TEAMS

24.1 Not applicable.

25 **TRASH DISPOSAL**

25.1 Trash may be placed aboard official vessels, or deposited ashore.

26 **BERTHING**

26.1 Boats will be berthed in RYS Haven.

27 **HAUL-OUT RESTRICTIONS**

27.1 Not applicable.

28 **DIVING EQUIPMENT AND PLASTIC POOLS**

28.1 Not applicable.

29 **PRIZES**

29.1 See Notice of Race **24 Prizes**.

30. **RISK STATEMENT**

30.1 See Notice of Race **22 Risk Statement**.

31 **INSURANCE**

31.1 See Notice of Race **23 Insurance**.

32 **BREAKDOWN SCHEDULE**

32.1 RRS D5 (Breakdowns) is deleted. After the Warning Signal, a race will not be postponed or abandoned due to breakdown. This will not be a cause for redress and changes RRS 61.4(b)(1).

32.2 The time for repairs will be at the discretion of the RC.

32.3 Competitors shall be responsible for inspecting their boats before racing.

32.4 Competitors shall report any defects, damage or breakdown to an umpire or the RC at the first reasonable opportunity. The boat shall sail to the stern of a CV and display Flag L, if possible.

32.5 Before the Warning Signal of a race, or within two minutes of finishing, or within two minutes of changing into a new boat, whichever is later, a boat may display Flag L to signal breakdown or damage to the boat, her sails, or injury to her crew, and to request a delay to the next start. She shall proceed, as soon as possible, to a position to leeward of the Start CV, and remain there, unless otherwise directed.

32.6 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall immediately retire.

32.7 In the event of a breakdown, the RC may change the Race Schedule, and the allocated boats.

Addenda:

- A. Handling of Boats.
- B. Damage Penalties.
- C. Major Alterations to the RRS.
- D. Course.

- E. Telegram Instructions.
- F. Racing & Social Programme.
- G. Race Schedule. *To Follow*.

ADDENDUM A
HANDLING OF BOATS

A1. GENERAL

A1.1 While all reasonable steps are taken to equalise the boats, variations will not be a cause for redress. This changes RRS 61.4(b)(1).

A2. [NP] 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.

A2.1 Actions subject to Umpire-initiated penalties during a race:

- (a) Adjusting or altering the tension of standing rigging, excluding the backstay;
- (b) Changing the number of jib sheet purchases;
- (c) The use of electronic instruments other than compass, watches and small video devices such as Go-Pros;
- (d) The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle), or the boom, to facilitate tacking or gybing;
- (e) Using a winch to adjust the mainsheet, backstay or vang;
- (f) Using a reef line as an outhaul;
- (g) Omitting any headsail car or turning block before sheeting onto a winch;
- (h) Cross-winch.
- (i) Crew sailing with their leg(s) outside of the stanchions or guard wires.

A2.2 Actions subject to protest by the RC or PC:

- (a) Any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging;
- (b) The replacement of any equipment without the sanction of the RC;
- (c) Sailing the boat in a manner that it is reasonable to predict would cause significant damage;
- (d) Moving equipment from its normal stowage position except when being used;
- (e) Boarding a boat without permission;
- (f) Taking a boat from its berth or mooring without having paid the required Damage Deposit or having permission from the RC, or while AP is displayed ashore;
- (g) Hauling-out a boat or cleaning surfaces below the waterline;
- (h) Marking directly on the hull or deck with permanent ink;
- (i) Perforating sails, even to attach tell tales;
- (j) The use of any equipment for a purpose other than that intended or specifically permitted.

A3. PERMITTED ITEMS and ACTIONS. The following are permitted.

A3.1 Taking on board and making appropriate use of the following equipment:

- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws;
- (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 clevis pins;

- (h) Velcro tape;
- (l) spare flags;
- (j) bosun's chair;
- (k) small video devices such as GoPro;
- (l) PFDs when not supplied by the OA.

A3.2 Using the items in SIs Addendum A3.1 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, with adhesive tape only;
- (e) make minor repairs and permitted adjustments;
- (f) make video recordings;
- (g) personal safety.

A3.3 Changing the number of mainsheet purchases.

A3.4 Using lazy sheets and control lines for the purpose of hiking normally. This changes RRS 49.1.

A4. MANDATORY ITEMS and ACTIONS. The following are mandatory:

A4.1 Whenever there has been contact, the crew of the boat shall inform the Repair Boat or race umpires at the end of the race to allow for inspection.

A4.2 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.

A4.3 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.

A4.4 Any request to alter, in any way, the equipment on a boat shall be in writing, and worded to permit a Yes / No answer.

A4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

A4.6 A breach of items SIs Addendum A4.2 and A4.3 will be considered as damage and the sum of £25 deducted from a helm's Damage Deposit.

ADDENDUM B

DAMAGE PENALTIES

Sl's Addendum C3.11 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This Addendum explains how damage will be assessed, and prescribes the appropriate level of penalties. The PC may impose additional penalties if it has good reason to do so.

There are a number of things we are trying to achieve with penalties for damage

- Minimise damage to keep costs down and avoid delays while boats are being 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 repair	Boat may race without repair.
Level B - Damage	More than 1 man-hour and up to 5 man-hours to repair	Boat may need some (temporary) work before racing again.
Level C - Major Damage	More than 5 man-hours to repair	Significant work required before racing again.

The assessment of damage level is only for the purpose of point-penalties, and is not linked to any OA deductions from the competitor's Damage Deposit.

Penalties

Point-penalties are penalties that may be imposed by umpires or the PC after a race to boats that break RRS 14. In Stage One (Round-Robins), point-penalties are added to the total Race Loss score of the team in which one of the boats breaks RRS14. In Stage Two (Knock-Out), point-penalties are subtracted from the total race-win score. The schedule of point-penalties is as follows:

Level	Round-Robin	Knock-Out
Level A	No Penalty	No Penalty
Level B	½ race loss	1 race loss
Level C	3 race losses	1 race losses

If a competitor requests a hearing when a point-penalty is imposed for either Damage Level A or B, the PC may decide (in the hearing) to give a greater penalty. When the damage level is assessed as Level C, the point-penalties will be imposed by the PC.

Any point-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 point-penalty given on the water.

Damage Deposits

Each helm is responsible for the damage or loss to their boat and supplied equipment unless responsibility is otherwise assigned by the umpires, PC, or OA.

The Damage Deposit is the limit of liability of each helm for each incident. In the event that a deduction is made from the Deposit, the helm will be required to restore the Deposit to the original value to maintain eligibility.

ADDENDUM C

MAJOR ALTERATIONS TO THE RRS

Changes to the rules of Part 2 have been authorised by World Sailing under RRS 86.2.

C1. Add new definitions

C1.1 **Helm.** The Helm is the crew member on-board who is in charge of the boat and the crew and all other persons aboard.

C1.2 Not on a beat to windward

See World Sailing Case 132.

C1.3 **Another leg.** A boat passes to *another leg* of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding.

C.2 Changes to the rules of Part 2, 3 and 4

C2.1 RRS 17 is deleted. *See World Sailing Authorization Letter on ONB.*

C2.2 RRS 31 (Touching a Mark) is changed to:

“While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.”

C2.3 Part 4 Preamble and RRS 40 is changed. See SI 1.6.

C2.4 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.

C2.5 The umpires may decide that any hard contact (contact between hulls and / or rigs) is damage for the purposes of initiating a penalty under RRS D2.3(d).

C3. Changes to RRS Appendix D

Protests and Penalties

C3.1 Delete RRS D1.2(d) and add new rule D1.2(d):

“Protests and requests for redress that deal with scoring and other matters that do not arise from incidents in the racing area shall be notified to the race office within 30 minutes after the finish of the last boat in the last race of the day. However, boats are required to notify the race officer as soon as practicable.”

C3.2 Add new rule D1.2(e):

“If the PC decides that a breach of a rule, other than a rule of RRS Part 2 has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a re-sail or to impose no penalty.”

C3.3 RRS D1.3 (a) (Penalties) first sentence is changed to:

“When on an upwind leg of the course a boat may take a penalty by gybing, or when on a *leg to a leeward mark* of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or RRS 31 or RRS 42, in an incident while racing. Between the preparatory signal and the starting signal the penalty shall be taken by gybing.”

C3.4 Add new RRS D1.2(e):

“When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage and/or injury, they may impose race-loss penalties as prescribed in SI Addendum B without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.3. Any penalties imposed after a hearing may be more than the penalties imposed by the umpires.” This changes RRS D3.3.

Umpired Races

- C3.5 "RRS D2.1(c) is changed by inserting after "A boat" the text "protesting under a rule not listed in rule D2.2 or D2.3," and appending to that rule "At the first reasonable opportunity after finishing she shall also inform the Race Committee at the finishing line of her protest or request for redress and, when applicable, identify the protested boat."
- C3.6 In RRS D1.2(a)(2) and D2.1(b) replace "Red Flag" with "Yankee Flag".
- C3.7 RRS D2.5 (Protests imposed by Umpires) is amended as follows:
A boat penalized by an umpire shall take a One-Turn Penalty. However, when a penalty is imposed under rule D2.3, and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.
- C3.8 Add to RRS D.2.3(g) ((Penalties Initiated by an Umpire):
"a boat fails to comply with any 'Prohibited Items and Actions' in SIs Addendum A2."
- C3.9 RRS D2.4(b) (Signals by an Umpire) is amended as follows:
"To penalize a boat a coloured flag identifying the boat, with one long sound, and pointing the coloured flag at her means: "The identified boat shall take a penalty by complying with SI Addendum C3.8."

Scoring

- C3.10 RRS D3.3(a) is changed by replacing the text "half or more race wins may be deducted" with the text "half or more race losses may be added" and by deleting the final sentence and replacing it with "Race losses added shall not be deducted from any other team." For breaches of RRS 14 with damage and / or injury, SI Addendum B details the procedure.
- C2.11 RRS D4.2, D4.3, D4.4, and D4.5 (Scoring) are deleted. See SI 18.

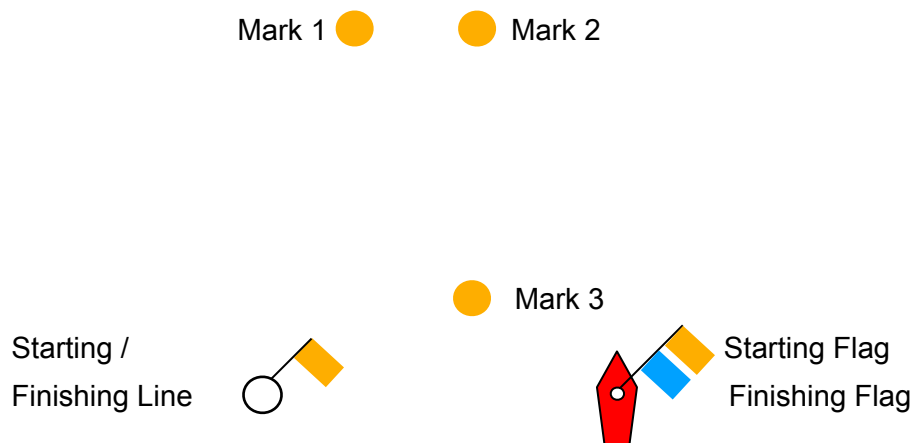
Breakdowns

- C3.12 RRS D5 (Breakdowns) is deleted. After the Warning Signal, a race will not be postponed or abandoned due to breakdown. This will not be a cause for redress and changes RRS 61.4(b)(1).

ADDENDUM D

COURSE

The Course to be sailed will be as follows: (not to scale)



Courses:

L1 Start – 1 – 2 – Finish

L2 Start – 1 – 2 – 3 – 1 – 2 – Finish

All marks shall be rounded to Starboard.

When a boat is sailing towards Mark 1, the boat is on an upwind leg.

When sailing towards any other mark of the Course, the boat is on a leg to a leeward mark.

ADDENDUM E

TELEGRAM INSTRUCTIONS

The OA has set-up an official [Telegram](#) group for receiving general information from the Race Office and RC.

If you do not already have the Telegram app installed on your device, please follow the instructions below:

- **Apple iPhones – download and install via the App Store.**
<https://apps.apple.com/app/telegram-messenger/id686449807>
- **Android Phones – download and install via the Google Play Store.**
<https://play.google.com/store/apps/details?id=org.telegram.messenger>

To join the Telegram group use either the link or the QR code below:

LINK:

https://t.me/+hsrNgkLHD_YzOTlk

QR:



Instructions on using QR codes:

- For Apple phones: Open your camera app and point it at the QR code and then follow the link it displays on your screen.
- For Android phones: Obtain a barcode scanning app from the Google Play Store such as “Barcode Scanner”, open the barcode scanning app and point it at the QR code and then follow the link it displays on your screen.

ADDENDUM F

RACING & SOCIAL PROGRAMME

All Timings BST
High Water (HW) Portsmouth

DATE	TIME	FIRST WARNING SIGNAL	ACTIVITIES
23 May 2025 <i>HW 0840 – 4.1m</i>	1200 1830 1900 1945		Sailing Practice Event Briefing RYS Pavilion Opening Reception Supper RYS Platform
24 May 2025 <i>HW 0940 – 4.3m</i>	1830 1915 2000	0900 1025	Telegram Briefing Fleet Racing Team Racing Mandatory Briefing RYS Pavilion Prizegiving RYS Pavilion Dinner RYS Platform
25 May 2025 <i>HW 1030 – 4.5m</i>	1930	0900 1030	Telegram Briefing Random-Pairs Team Racing BBQ RYS Pavilion
26 May 2025 <i>HW 1120 – 4.7m</i>	1415 1535	0800 0930	Telegram Briefing Random-Pairs Team Racing Prizegiving RYS Pavilion Red Jet Departs

ADDENDUM G
RACE SCHEDULE

TO FOLLOW