



SAILING INSTRUCTIONS

Royal Thames Yacht Club at Queen Mary Reservoir
14th & 15th February

1. RULES

- 1.1. The event will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS), including Appendix D except as changed by SI Addendum A.
- 1.2. The rules for the handling of boats are described in [SI Addendum C](#).
- 1.3. [NP] RRS 40.1 shall apply while afloat or on a pontoon. *Note: RTYC has PFDs to loan to competitors.*
- 1.4. The right of appeal will be denied in accordance with RRS 70.3
- 1.5. Add to RRS 41 (f) 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
- 1.6. No crew or skipper changes are permitted during the event without express written permission from the Organizing Authority, which may grant exceptions to the eligibility requirements.
- 1.7. RRS 31 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.
- 1.8. RRS 17 is deleted.

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1. Changes to the sailing instructions (SI) made ashore will be posted no later than 30 minutes before the first warning signal on the day they will take effect, except that any changes made to the race schedule will be effective immediately and will be communicated verbally by the RC.
- 2.2. In accordance with RRS 90.2 (c), any change to the SI made afloat will be signalled by the display of flag 3rd substitute with one sound signal. The RC or umpires may communicate these changes either verbally or in writing.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the [official notice board](#).
- 3.2. On the water, the race committee intends to monitor and communicate with competitors on UHF radio. The channel will be announced at the competitors' briefing on race days.
- 3.3. Signals made ashore will be displayed from the mast aboard the committee vessel when it is docked at the pontoon. When signal AP is displayed ashore, '1 minute' is replaced with 'not less than 15 minutes'. This changes Race Signal AP.

4. FORMAT

The intended format is:

- (a) Stage 1: Round Robin(s) – the OA may terminate stage 1 at it's discretion if it feels there is insufficient time to move to stage 2
- (b) Stage 2: Final Knock out Series – First to 2 wins
 - a. The two highest ranked teams from stage 1

5. BOATS

Boats will be identified by the coloured sail number.

6. THE COURSE

- 6.1. The default course is shown in the diagram provided in Addendum D.
- 6.2. Courses will not be shortened.

- 6.3. The RC 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. Subsequent legs may be changed to maintain the course configuration. There will no visual or audible signals for a course change. This changes RRS 33 and Race Signal C.

6.4. **Course Limits**

- 6.4.1. [NP] Several buoys are laid near the racing area marking the anchors of dredgers operating on the reservoir. In addition, part of the bund dividing the east and west sections of the reservoir has been removed, down to below the current water level. The line of the former bund between the dredger and the remaining part of the bund is marked by pillar buoys on both the east and west sides. No part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys marking the perimeter of either the dredger or the bund. These areas are designated as exclusion zones.
- 6.4.2. The imaginary lines that are created between these buoys are designated as obstructions.

7. **MARKS**

- 7.1. The start/finish mark will be a dan buoy. All other marks will be orange inflatable buoys.

8. **THE START**

- 8.1. The number of the next race to start will be displayed on the starting vessel from before, or promptly after, the warning signal until the starting signal.
- 8.2. Races shall be started by using the following signals, times shall be taken from the start of each sound signal, the failure of a visual signal shall be disregarded. This changes RRS 26.

Minutes before Starting Signal	Visual Signal	Sound Signal	Meaning
3	Flag T Displayed	One	Warning
2	Flag P Displayed	One	Preparatory
1	Flag P Removed	One Long	One-Minute
0	Flag T Removed	One	Starting Signal

- 8.3. The starting line will be between a staff displaying an orange flag on the RC signal boat and the course side of the nearby starting mark.
- 8.4. Attention may be drawn to an imminent warning signal by a series of short sound signals and/or transmission on UHF Radio.
- 8.5. When a boat is subject to RRS 29.1, Flag 'X' need not be displayed for longer than one minute after the starting signal. The RC may attempt to hail the number(s) of boats identified, failure to make or hear a hail will not be grounds for redress. This changes RRS 29.1.

9. **SAIL CONFIGURATION LIMITATIONS**

At or before the warning signal of a race, the following visual signal may be used to indicate which sails are to be used for that race and any subsequent races until lowered. If no visual signal is displayed, it shall mean the use of all sails is permitted.

Visual Signal	Means
R	Boats Shall race with reefed mainsails

10. **THE FINISH**

The finishing line will be between a staff displaying an orange flag on the committee vessel and the course side of the nearby finishing mark. This changes Race Signals Blue Flag.

11. **ABANDONMENT**

If the RC abandons a race, it will be signalled orally by the RC and/or umpires. This changes RRS 32.1 and Race Signals. Abandoned races may be re-sailed and if so, a new warning signal may be made as soon as practical.

12. **SCORING PENALTIES**

12.1. If a team is penalised a race win, this is converted to win-points as follows:

Minimum number of races completed between any two teams	Points for each win
1	One win-point
2	Half win-point
3	A third of a win-point (etc.)

for other penalties this is apportioned pro-rata e.g. half a race win is half that given above

13. PROTEST AND REDRESS REQUESTS

13.1. RRS 63.7(b) is deleted and replaced with: "A party to a hearing may not ask for a reopening."

END

Addendum A – Changes to RRS Appendix D – Team Racing

Addendum B– Penalties for damage resulting from contact between boats racing

Addendum C – See – [Addendum C – rules for handling boats](#)

Addendum D – Course Diagrams

ADDENDUM A

Changes to RRS Appendix D – Team Racing

Protest and Requests for Redress

- A.1. RRS D1.1(d) shall apply. Arm signals are required.
- A.2. RRS D1.2(a): Add “A boat may not protest for a breach of RRS 47.”
- A.3. D1.2(c) is deleted and replaced with: “A boat intending to request redress for an incident in the *racing* area, or protest for an alleged breach of a rule other than a rule of RRS Part 2, 31 or 42, shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable identify the protested boat.”
- A.4. Add new D1.2(h): “If the protest committee decided 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 will make any arrangement it decides is equitable, which may be to request that the race committee abandon and re-sail the race or impose no penalty.”
- A.5. RRS D1.3(a) first sentence is replaced with: “When a boat may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while racing, but after the starting signal, she may take a take a penalty as follows:
 - a. When on a leg of the course to mark 1 or to the finishing line, she shall gybe;
 - b. When on a leg of the course other than as described in SI A5.a, she shall tack.
 - c. If the incident occurs while racing, but prior to the starting signal, she shall gybe.
 - d. A boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

Protests by Boats

- A.6. RRS D2.2(a) Replace “red flag” with “flag Y”.
- A.7. RRS D2.2(d) is deleted.

Penalties Initiated by an Umpire

- A.8. RRS D2.3(d): Add “The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty. In addition, when there is damage, two race umpires together with another umpire may determine that a race-win penalty as prescribed in Addendum C is warranted for one or more boats without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and any penalty (or penalties) that will be imposed. Only at the time of being so informed may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the protest committee, which shall act under D3.1(e)(3) and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty (or penalties) by reporting it to the race committee. RRS D2.6 applies to this decision.”
- A.9. RRS D2.3 Add “(h) fails to comply with any ‘Prohibited Items or Actions’ in Addendum D.”.

Penalties Imposed by Umpires

- A.10. RRS D2.5 is changed to read: “A boat penalized by an umpire shall take a One-Turn Penalty, except that when an umpire hails a number of turns, the boat shall take than number of One-Turn penalties.

Breakdowns when boats are supplied by the organizing authority.

- A.11. RRS D5.2 replace the word “red” with “flag L”.
- A.12. RRS D5.3 and D5.4 replace the words “race committee” with “protest committee” in both rules.

ADDENDUM B

Penalties for damage resulting from contact between boats racing.

The umpires may impose a penalty for breaking RRS 14 without a protest hearing, unless a boat involved in the incident boat requests a hearing, in which case the umpires shall report the incident to the protest committee. If it has good reasons to do so, the protest committee may impose a greater penalty than what the umpires determined was appropriate. This Addendum explains how damage will be assessed and prescribes the appropriate penalty level. There are several things we are trying to achieve with damage penalties:

- Minimize damage to keep costs down and avoid delays while boats are repaired.
- Ensure that penalties fit the breach and are consistent.

Damage Levels

Level	Effect	Penalties
Level A Minor Damage	Boat may race without repair although minor surface work may be required after the event. <i>For example: No taping is required.</i>	No Penalty
Level B Damage	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. <i>For example: taping is required before the boat can continue to sail.</i>	½ race win
Level C Major Damage	The boat cannot continue to race that day.	1 race win

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out stage in which the damage occurred. If both boats are given the same penalty in a race during a knock-out stage, the penalties are offsetting and will be disregarded for scoring purposes.

Damage Costs

Any deductions from damage deposits are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires or Protest Committee.

ADDENDUM D

COURSE DIAGRAM

