



2026 CARMELA CUP SAILING INSTRUCTIONS

Royal Thames Yacht Club at Queen Mary Reservoir

11th & 12th April 2026

1. RULES

- 1.1. The event will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS), including Appendix D.
- 1.2. RRS 40.1 shall apply at all times while afloat or on a pontoon.
- 1.3. The right of appeal will be denied in accordance with RRS 70.3
- 1.4. RRS D1.1 (d) will apply.
- 1.5. RRS D2, Umpired Races, will apply.
- 1.6. Appendix D – Team Racing Rules is changed as follows:
 - (a) RRS D1.2(a): Add “(4) However, a boat may not protest for a breach of a sailing instruction annotated [NP] or RRS 47.”
 - (b) 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:
 - i. When on a leg of the course to mark 1 or to the finishing line, she shall gybe;
 - ii. When on a leg of the course other than as described in SI 1.6(b)i she shall tack;
 - iii. If the incident occurs while racing, but prior to the starting signal, she shall gybe.
 - iv. For the purposes of this rule, a boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark, or start line, through the mark she is rounding, or on the last leg when she finishes.
 - (c) RRS D2.1(b) Replace “red flag” with “flag Y”.
 - (d) RRS D2.3(d): Add “The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage”.
 - (e) RRS D2.3 Penalties Initiated by an Umpire: Add “(h) fails to comply with any ‘Prohibited Items or Actions’ in SI Addendum C.”.
 - (f) RRS D2.5 Penalties Imposed by Umpires: In the first sentence, replace the words “Two-Turns” with “One-Turn”.

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 Addendum A – Race Schedule and Team Assignments, 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 located at:
<https://events.ksail.co.uk/RTYC/2026/CarmelaCup/>

- 3.2. On the water, the race committee intends to monitor and communicate with competitors on UHF radio.
- 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 change Race Signal AP.

4. TEAM IDENTIFICATION

- 4.1. Each team will be assigned a colour for each race. See Addendum A.
- 4.2. 2 reversible coloured bibs maybe be provided to each boat for identification purposes. The helmsman and one other person are required wear the bibs while racing. The colour of the bib shall match the colour assigned to the team in Addendum A

5. THE COURSE

- 5.1. The course is a port box. The course diagram is provided in Addendum D.
- 5.2. Courses shall not be shortened. This changes RRS 32 and Race Signals.
- 5.3. 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 Signals.
- 5.4. Course Limits
 - (a) 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 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.
 - (b) The imaginary lines that are created between these buoys are designated as obstructions.

6. MARKS

- 6.1. The start/finish mark will be a dan buoy. All other marks will be orange inflatable buoys.
- 6.2. 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. This Changes RRS31

7. THE START

- 7.1. No later than the warning signal, the committee vessel will display the race number and the corresponding boat letters and team colours.
- 7.2. Races will be started using RRS 26 with the warning signal made three minutes before the starting signal.
- 7.3. The warning signal will be flag T
- 7.4. 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.

7.5. Flag 'X', if displayed, will be displayed no 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.

8. FORMAT

8.1. The intended format is:

- (a) Stage 1: Round Robins –the OA will attempt to run two full Round Robins involving all teams.
- (b) Stage 2: Final Knock out Series – The two highest ranked teams from Stage 1. Then the first team to secure two wins, is the winner.

9. SAIL CONFIGURATION LIMITATIONS

9.1 At or before the warning signal of a race, the following visual signals may be used to indicate which sails are to be used for that race and any subsequent races until lowered. If none of the following visual signals are displayed, it shall mean the use of all sails is permitted.

Visual Signal	Means
K	spinnaker prohibited

10. THE FINISH

10.1 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.

11. SCORING

11.1 The standard RRS Appendix D D4 will be used to score this regatta. This changes the NoR.

12. ABANDONMENT

12.1 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.

13. PROTEST AND REDRESS REQUESTS

- 13.1. The protest committees will be comprised of umpires appointed by the Chief Umpire or flight lead umpire as appropriate.
- 13.2. RRS 63.7 (b) & (c) are deleted.
- 13.3. Any format change by the RC, in consultation with the Chief Umpire and in compliance with the SI, or any race committee decisions regarding abandonment under RRS 32, shall not be grounds for a boat to request redress.
- 13.4. Any boat that commits a breach of sportsmanship, including dissent as described in Team Race Call M8, may have their actions reported to the protest committee. If the protest committee decides that RRS 2 was broken, they may penalise the relevant team by deducting up to three race wins from them and/or disqualify them from advancing to the next stage of the event. In addition, the protest committee may initiate proceedings under RRS 69.

14. BREAKDOWNS

- 14.1. RRS D5.2: Replace “red flag” with “flag L”.
- 14.2. Competitors are responsible for inspecting their assigned boat before each race for possible breakdowns and missing equipment. Discrepancies must be reported to the race committee or bosun immediately.
- 14.3. Before the attention signal of her next race or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may signal a breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start.

END

Addendum A – Race Schedule and Team Assignments

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

Addendum C – Rules for Handling Boats

Addendum D – Course Diagrams

ADDENDUM A

The race schedule can be found via this link: <https://events.ksail.co.uk/RTYC/2026/CarmelaCup/>

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	Race Penalties Round Robin	Knock Out Series
Level A Minor Damage	Boat may race without repair although minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. <i>For example: No taping is required.</i>	No Penalty	½ race win
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. Requires more than 1 hour of work but should not normally require more than 3 hours of work. <i>For example: taping is required before the boat can continue to sail.</i>	½ race win	1 race win
Level C Major Damage	The boat cannot continue to race that day or requires more than 3 hours of work.	1 race win	2 race wins

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 charges for damage 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 C – HANDLING OF BOATS

1. GENERAL

1.1. While all reasonable steps are taken to equalize, variations in the boats will not be grounds for redress. This changes Rule 61.4(b)

2. **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:

- (a) The use of electronic instruments other than watches;
- (b) Moving the mast blocks;
- (c) The use of the shrouds (including any inner shrouds) or the boom, to facilitate tacking or gybing by aiding the projection of a crew member outboard;
- (d) Using the spinnaker pole to wing out the jib;
- (e) Sitting with leg(s) outboard of the boat;
- (f) The use of halyards, non-working sheets and spinnaker twinning lines for hiking.
- (g) Omitting any headsail car or turning block.
- (h) Sailing in an area designated as an exclusion zone;
- (i) Having the head of the spinnaker above the main boom gooseneck when tacking;
- (j) Using tape to mark halyards.
- (k) Changing the number of purchases in either the main or jib sheet
- (l) Using the spinnaker twinning lines to facilitate hiking;
- (m) the addition of any tape or other material to the spinnaker or jib halyard other than where it attaches to the sail;
- (n) Hoisting or lowering the spinnaker from anywhere other than a cockpit locker;
- (o) The use of the spinnaker pole stowage loop on the boom for controlling the position of the boom;
- (p) The use of any equipment for a purpose other than that intended or specifically permitted.

2.2. Actions subject to protest by the RC or the 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) Taking a boat without permission from its berth or mooring without having paid the required Damage Deposit or having permission from the RC, or while AP is displayed ashore;
- (e) Marking directly on the hull or deck with permanent ink;
- (f) Perforating sails, even to attach tell tales;
- (g) The use of any equipment for a purpose other than that intended or specifically permitted;
- (h) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted.
- (i) Moving equipment from its normal stowage position except when being used.
- (j) Hauling-out or cleaning surfaces below the waterline.

3. **PERMITTED ITEMS AND ACTIONS** - The following are permitted:

3.1. Taking on board the following equipment:

- (a) basic hand tools; electrical tape; line (elastic or otherwise of 4 mm diameter or less); tell-tale material; watches and timers; shackles and clevis pins; velcro tape

3.2. Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets; attach tell tales; prevent sails being damaged or falling overboard; mark control settings; make minor repairs and permitted adjustments

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

4. **MANDATORY ITEMS AND ACTIONS** - The following are mandatory:

4.1. 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, including removing all trash.
 - (c) complying with the directions posted on the boats or given by the OA.
- 4.2. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

ADDENDUM D

1. COURSE DESCRIPTIONS



