



**Royal Thames Yacht Club
Carmela Cup 2019**

**RYA Open Championship of Two-Boat Team Racing
Queen Mary Reservoir Staines
19-20th January**

SAILING INSTRUCTIONS

1 RULES

1.1. The event will be governed by

- (a) the current Racing Rules of Sailing, including Appendix D ;
- (b) the rules for Handling Boats contained in Addendum B, which also apply to any practice sailing;
- (c) the byelaws of Queen Mary Sailing Club. These can be seen on its website. Some of the most relevant of those bylaws are set out in Addendum 1 of the Notice of Race.

1.2 The event will be sailed in J80 boats that are so modified that they are out of class and the class rules do not apply.

1.3 The right of appeal will be denied in accordance with Rule 70.5 (a) when it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of the event.

1.4 Rule 16.2 is changed to “In addition, on a beat to windward when a port-tack boat is keeping clear by sailing to pass to leeward of a starboard-tack boat, the starboard-tack boat shall not bear away if as a result the port-tack boat must change course immediately to continue keeping clear”. Further details are provided in Addendum F.

1.5 Rule 41 is changed with the addition of: (e) help to recover a crew member from the water and return him or her on board, provided the return on board is at the approximate location of the recovery.

1.6 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.’

1.7 These sailing instructions further change or modify the following rules: 25 (Signals), 26 (Starting Races), 29.1 (Individual Recall), 33 (Changing the next leg of the course), 35 (Time limit), Preamble to Part 4, 49.1 (Crew position; Lifelines), 60.1 (Protests), 62.1 (Redress), 63.1 (Hearings), 64.1 (Penalties and Exoneration), D1.2 (Protests and Requests for Redress), D1.3 (Penalties), D2 (Umpired Races), D3.1 (Scoring a Race), D4 (Scoring a Stage) and Signal Flag L.

2. ENTRIES and ELIGIBILITY

- 2.1 To remain eligible the entire crew shall complete registration in accordance with the Notice of Race between 0830 and 0900 on Saturday 19th January, sign the J80 Sailing Agreement attached to the Notice of Race, pay any outstanding entry fee and deposit the damage deposit, unless such times are extended by the Organising Authority.
- 2.2 The damage deposit is the limit of liability of each crew for each incident. In the event that a deduction is made from the deposit, the crew will be required to restore the deposit to the original value to maintain eligibility.
- 2.3 The helmsman of each boat shall also attend the event briefings to be held on each racing day at Queen Mary Sailing Club at 0900 hrs.
- 2.4 Each team is responsible for all damage or loss to their boat unless responsibility is otherwise assigned by the umpires or the protest committee.
- 2.5 After registration no team member may be changed without the prior written permission of the race committee. It will be given only in exceptional circumstances.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at Queen Mary Sailing Club.
- 3.2 Signals will not be made ashore. All signals will be made from the Committee Boat.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the Sailing Instructions will be signalled by flying Code Flag L from the Committee Boat. This changes Rule 25 and the meaning of Code Flag L in Race Signals.
- 4.2 If all competitors are ashore and the Committee Boat is alongside, such amendments will be posted on the official notice board not less than 10 minutes before the Warning Signal of the first affected race.
- 4.3 If competitors are afloat, and the Committee Boat is on station, the amendments will be communicated to them orally by the umpires before the warning signal of the first affected race; the amendments will also be posted on the official notice board.

5 BOATS AND SAILS

- 5.1 The event will be sailed in J80 class boats with certain modifications. The equipment provided by the Organising Authority is set out in Addendum C.
- 5.2 The boats to be sailed and the sails to be used will be allocated by the Race Committee. This allocation shall not be cause for redress and amends RRS 62.1.
- 5.3 The sail combination to be used will be signalled from the Committee Boat with or before the warning signal. The signals will have the following meanings:

No signal	Full Main and Jib. Spinnaker as required
Flag G	Full Main and Jib. No Spinnaker.

Flag H	Reefed Main and Jib. Spinnaker as required.
Flag J	Reefed Main and Jib. No Spinnaker.

5.4. Boat Handling Rules are set out in Addendum B

6 IDENTIFICATION and ASSIGNMENT OF BOATS

6.1 Boats will be identified by their hull numbers.

6.2 Teams will be provided with bibs, with unique identifying letters for each team. Helms and one other crew member shall wear these bibs at all times when racing. Bibs should be worn displaying a white letter on a blue background

6.3 Boats shall display flags on the backstay, in accordance with the colours shown on the race schedule.

7 EVENT FORMAT AND RACE SCHEDULES

7.1 The event format and scoring is set out in detail in Addendum A. Addendum A changes rules D 4.2, D 4.3, D 4.4 and D 4.5.

7.2 The schedule of races will be displayed on the official notice board. Any changes made will be displayed not less than ten minutes before the start of that phase of the competition and advised to individual boats on the course by the umpires.

7.3 The race committee may terminate any race or stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the race or races in the existing conditions or the time scheduled. Early stages may be terminated in favour of later stages. The decision of the race committee shall be final and such decisions shall not be grounds for redress. This changes Rule 62.1 (a).

7.4 Every race will be assigned a race number in the race schedule. The race number and the team letters of the competing teams will be displayed on the Committee Boat before the warning signal for that race. The Race Committee may at any time remove a particular race from the published sequence of races and run it at a later time.

8. PROGRAMME

8.1 0900 Briefing on both days. **Attendance by helms is mandatory.**

8.2 1000 First warning signal on both days.

8.3 Before starting and after finishing or retiring, boats shall remain in the vicinity of the committee boat to minimise any delay to the race schedule.

9. RACING AREA

9.1 The racing area will be Queen Mary Reservoir.

10 COURSE

10.1 Course description

10.1.1 The diagrams in Addendum D show the courses, including the approximate angles between legs, the order in which marks are to be passed, and side on which each mark is to be left.

10.1.2 No later than the warning signal, the race committee vessel will display a board indicating whether course 1 or 2 is to be sailed in that race.

10.2 Marks of the Course

10.2.1 The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the mast or staff displaying an orange flag on the Committee Boat.

10.2.2 The starting/finishing mark will be a dan buoy.

10.2.3 The course marks will be medium-sized orange inflatable buoys.

10.3 Course Limits

10.3.1 A number of concrete 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.

10.3.2 The imaginary lines between these buoys rank as obstructions.

10.3.3 There is no penalty for touching these buoys.

10.3.4 A breach of this SI 10.3 is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3, changing rule 60.1.

11 BREAKDOWN and TIME FOR REPAIRS

11.1 RRS D5 shall not apply.

11.2 Before the first warning signal of a race or within two minutes of finishing or within three minutes of changing into a new boat, whichever is later, a boat may display IC flag 'L' to signal a breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the committee boat and remain there, unless otherwise directed. This use of flag 'L' changes Flag Signals.

11.3 The time allowed for repairs will be at the discretion of the race committee.

11.4 After the first warning signal, a race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.2.

11.5 Except when Rule 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes Rule 62.

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

12 STARTING PROCEDURE

12.1 Races will be started by using the following signals

<i>Signal</i>	<i>Minutes before starting signal</i>	<i>Sound</i>	<i>Visual signals</i>
Warning	3	One	Flag R up
Preparatory	2	One	Flag P up
One-minute	1	One	Flag P down
Starting	0	One	Flag R down

This changes Rule 26.

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 amends 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 one minute, after the starting signal. This amends 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 grounds for redress. This changes RRS 62.1 (a).

12.4 A series of short sound signals may be made to advise competitors a warning signal is imminent. Code Flag AP will generally only be used for significant delays, those likely to be longer than 15 minutes.

12.5 A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing.

13 CHANGE OF POSITION OF MARKS

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 sailing. This changes RRS 33 and will not be grounds for redress. This changes RRS 62.1 (a).

14 TIME LIMIT

14.1 A boat that does not finish within 3 minutes of the last boat of the other team has completed the course and finished will be scored DNF. This changes RRS 35.

15 PENALTIES

- 15.1 All races will be umpired.
- 15.2 Rule D2.2 (a) (Protests by Boats) is changed to “She shall hail “Protest” and conspicuously display a Yankee flag at the first reasonable opportunity for each.”
- 15.3 Rule D2.2(f) (Protests by Boats) is amended as follows: “A boat penalized by an umpire shall take a One-Turn Penalty.”
- 15.4 RRS D2.3 (Penalties Initiated by an Umpire) is amended as follows:
The last paragraph is deleted and replaced with: “The umpire shall signal a decision is compliance with rule D2.4. 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 that number of One-Turn penalties.”
- 15.5 There shall be added to RRS D.2.3 (Penalties Initiated by an Umpire), the following
“ (h) “breaks SI 10.3 or Addendum B 2.17, B2.18, B2.19 and B2.20.”
- 15.6 D 2.4(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 15.3.”
- 15.7 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 downwind 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 rule 31 or 42, in an incident while racing. Voluntary penalties taken after the Preparatory and before the Starting signal shall be taken by gybing.
- 15.8 A boat is on a leg to a downwind mark except when she is on a leg to a windward mark. She is on a leg to a windward mark when she crosses the starting line to start and when her bow crosses the extension of the line from mark 4 to the Finishing Line.
- 15.9 If a boat, while taking a penalty, breaks SI Addendum B 2.17 she shall not have taken a penalty.
- 15.10 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).

16. PROTESTS

- 16.1 Rule D 1.2(g) is deleted and replaced with “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 practicable.”
- 16.2 When the race umpires together with one other umpire (when available) decide that a boat has broken rule 14 and there is damage or injury, they may penalise her team by half a race win without a hearing. The boat will be informed as soon as practical and may request a hearing. Any penalty after a hearing will be in accordance with Rule D3.1(d). This changes Rule 63.1.

16.3 When the Protest Committee decides that a breach of a rule has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to impose no penalty. This changes Rules 64.1 and D3.1.

18. SAFETY

18.1 RRS 40 shall apply at all times when boats are on the water. This changes the preamble to Part 4.

18.2 Any participant suffering an injury that draws blood shall report the matter to the race committee immediately. The race committee may require that person to proceed ashore to receive first aid.

ADDENDUM A– EVENT FORMAT AND SCORING

Stage 1 – Round Robin Stage

Teams may race any other team one or more times in Stage 1. The Race committee intends to continue with Stage 1 until 1300 on Sunday. The Race Committee will then progress with Stage 2. However, attention is drawn to SI 7.3

1. If all teams have raced all other teams the same number of times when Stage 1 is terminated, teams will be ranked on the basis of the first sentence of Rule D4.3 and ties will be broken using D4.4.
2. If, when Stage 1 is terminated, all teams have raced all other teams at least once but not all teams have raced all other teams the same number of times, the following rules shall apply:
 - 2.1. RRS D 4.2(b) and D4.5 are deleted
 - 2.2. One win-point shall be available for all the races sailed between any two teams, as follows:

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.)

2.3. Teams will be scored using D4.3 and ties broken using D 4.4 with 'race wins' replaced by 'win-points'. The word 'points' retains its original meaning distinct from 'win-points'.

2.4. 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)

3. If, when stage 1 is terminated, not all teams have sailed all other teams at least once, D 4.2, D4.3, D4.4 and D4.5 will apply.

Stage 2 - Finals and Petit Finals Finals: The first and second teams in Stage 1 will race against each other and the first team to win two points will win the regatta. **Petit Finals:** The third and fourth teams in the Stage 1 will race against each other and first team to win two points will be placed in third place in the regatta.

ADDENDUM B - HANDLING OF BOATS

1. GENERAL

1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.1(a).

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.

2.1 Any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging.

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 would cause significant damage.

2.5 Moving equipment from its normal stowage position except when being used.

2.6 Boarding a boat without permission.

2.7 Taking a boat from its berth or mooring without having paid the required Damage Deposit or having permission from the RC.

2.8 Hauling out a boat or cleaning surfaces below the waterline.

2.9 Perforating sails, even to attach tell tales.

2.10 Radio transmission (including mobile telephones), except to report damage or injury, or in response to a request from the RC.

2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.

2.12 Using a winch to adjust the mainsheet, backstay or vang.

2.13 Using a reef line as an outhaul.

2.14 Omitting any headsail car or turning block before sheeting onto a winch.

2.15 The use of electronic instruments other than compass, watches and small video devices such as Go-Pros.

2.16 Marking directly on the hull or deck with permanent ink.

2.17 A boat shall not tack, whether taking a penalty or not, unless the spinnaker head is below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.

2.18 When using a spinnaker, it may not be launched from or recovered through the main cockpit hatchway. (only the forward hatch may be used).

2.19 When using spinnakers the spinnaker pole downhaul may not be detached from the pole or be removed from the deck fittings.

2.20 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle), or the boom, to facilitate tacking or gybing.

2.21 Breaches of SIs Addendum B2.17, B2.18 B2.19 and B2.20 are not open to protest by boats but may be subject to action by Umpires under RRS D2.3. This changes RRS 60.1.

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

3.1 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;
 - (i) spare flags;
 - (j) bosun's chair;
 - (k) small video devices such as GoPro;
 - (l) PFDs when not supplied by the OA.
- 3.2 Using the items in SIs Addendum B3.1 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;
 - (e) make minor repairs and permitted adjustments;
 - (f) make video recordings;
 - (g) personal safety.
- 3.3 Changing the number of mainsheet purchases.
- 3.4 Using lazy sheets and control lines for the purpose of hiking normally. This amends RRS 49.1.
- 4. MANDATORY ITEMS and ACTIONS.** The following are mandatory:
- 4.1 At the end of any race in which there has been contact and possible damage the skippers of the boats concerned must inform the Race Committee. This will normally be via the umpires for the race concerned.
- 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.
 - (d) complying with any instruction from the Race Committee.
- 4.3 At the end of the final day for a particular boat, removing all trash, removing all tape and marks and complying with any instruction from the Race Committee.
- 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 SIs Addendum B4.2 and B4.3 will be considered as damage and the cost of rectification may be charged against the Crew.

ADDENDUM C - EQUIPMENT LIST

- 1 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 winch handle
One spinnaker pole
Two spinnaker sheets
Bilge Pump
Two headsail sheets
Tiller extension
Genoa cars

SAFETY GEAR

MOORING LINES and FENDERS

Two mooring lines
Two fenders

FLAGS

Blue
Yellow
Red
White
Lima
Yankee

TABARDS

1 Lettered Bibs

ADDENDUM D – COURSES

Course 1

Mark 2 o

o Mark 1

/.....() Start-Finish Line

Mark 3 o

o Mark 4

Marks will be rounded to port in the following order: Start - Mark 1 – Mark 2 – Mark 3 - Mark 4 – Finish.

Course 2

Mark 1 o

o Mark 2

/.....() Start-Finish Line

Mark 4 o

o Mark 3

Marks will be rounded to starboard in the following order: Start - Mark 1 – Mark 2 – Mark 3 - Mark 4 – Finish.

ADDENDUM E - DAMAGE PENALTIES

SI 16.2 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.

Damage penalties are intended to:

- 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”.
- Give more sailing to everybody for the same entry fee!

Damage Levels

Level	Extent	Effect
Level A - Minor Damage	Up to 1 man hour to repair	Boat may race without repair.
Level B - Significant Damage	More than 1 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.

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. If a competitor requests a hearing when a points penalty is imposed, the PC may decide (in the hearing) to give a greater penalty. Any penalties given will be deducted from the total race wins of the team concerned in the stage in which the damage occurred.

Level	Round-Robin	Knockout
Level A	No Penalty	No Penalty
Level B	½ race win	¾ race win
Level C	3 race wins	3 race wins

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor’s damage deposits.

Any points 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 points penalty given on the water.

ADDENDUM F – Alternative Racing Rule 16.2 (provided by World Sailing)

This updated test rule is designed to overcome problems with rule 16.2 as it applies to team racing under Appendix D. The previous test rule published in March 2018 is now withdrawn. Organizing authorities for umpired team racing events, particularly with keelboats, are encouraged to use this test rule. A report on the use of this test rule must be sent to World Sailing promptly after each event.

This test rule will apply only when sailing instructions so state by including all the sidelined text below. No part of this text is to be changed. The rule has been authorised by World Sailing in accordance with regulation 28.1.5(b).

Rule 16.2 is changed to (new words in bold):

16.2 In addition, **on a beat to windward** when a *port-tack* boat is *keeping clear* by sailing to pass **to leeward** of a *starboard-tack* boat, the *starboard-tack* boat shall not **bear away** if as a result the *port-tack* boat **must** change course **immediately** to continue *keeping clear*.

When this Test Rule applies

(A) Case 132 answer 1 shall apply amended as follows:

For the purpose of rule 16.2, two boats on opposite tacks are considered to be 'on a beat to windward' when

- (1) the proper course for each of them is close-hauled or above, or
- (2) one or both of them have overstood the close-hauled layline to the mark and are sailing below close-hauled.

In each of the four situation diagrams in the case, the boats shown are 'on opposite tacks on a beat to windward' and therefore rule 16.2 applies between them.

(B) The Team Racing Call Book is changed as follows:

Call D2	Delete call
Call D5	In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics
Call G7	Delete Q&A 1

Reasons for the Upgrade

A new test rule 16.2 was developed and approved by World Sailing in March 2018. This rule was widely used in the spring and summer 2018, particularly for keelboat team racing in Europe and in the USA. As a result of reports received on the trials, the World Sailing has updated the proposed test rule to further limit any dial-down by the starboard-tack boat.

Reporting

The chief umpire or other official shall send a report to World Sailing as soon as possible after the event describing the successes and failures of the test rule. If possible please include views of the competitors. The report shall be emailed to rules@sailing.org
