

ROYAL THAMES YACHT CLUB and ROYAL YACHTING ASSOCIATION

BRITISH KEELBOAT LEAGUE NOTICE OF SERIES 2017

1. GENERAL

- 1.1 The British Keelboat League is a nationwide inter-club competition promoting concentrated keelboat fleet racing in a series of Qualification regattas throughout the year culminating in a British Keelboat League Final to determine the British Keelboat League Champion, who will be entitled to compete in the Sailing Champions League to be held the following year.
- 1.2 At each Qualification regatta, the host club and the winner shall proceed to the British Keelboat League Final. In the event that these are the same or the winner declines their invite, the next team in the rankings shall qualify.
- 1.3 A number of teams from the British Keelboat Final will be invited through to the Sailing Champions League 2018.
- 1.4 Regattas will be held at different venues throughout the year. While any club in the UK will be welcome to take part, priority will be given to clubs based in the Region of the host club.
- 1.5 Teams will be representing their club and all crew must be bona fide members of that club.

2. ORGANISING AUTHORITIES

- 2.1 The Series Joint Organising Authority (SOA) for the series is the Royal Thames Yacht Club and the Royal Yachting Association.
- 2.2 The Host Organising Authority (HOA) for each individual event is the Host Club in conjunction with the SOA.

3. HOST CLUBS

- 3.1 The following clubs will host events in the 2017:

Event	Club/Venue	Date	Boats	Crew No.
QY*	Royal Southern YC, Hamble	1/2 nd April	J/80	4
Q1	Royal Northern & Clyde YC, Helensburgh	29/30 th April	Sonar	4
Q2	Royal Torbay YC, Torquay	6/7 th May	SB20	4
Q3	Royal Corinthian YC, Burnham	3/4 th June	707	4/5
Q4	Scarborough YC, Scarborough	17/18 th June	707	4/5
Q5	Royal Yacht Squadron, Cowes	19/20 th Aug	J/70	4
Final	Royal Thames YC, Solent	22-24 th Sept	J/70	4

- 3.2 A Host Club shall be automatically invited to enter a team into the British Keelboat League Final.
- 3.3 Registration will be between 0800 & 0850 BST on the first day of racing. Other times outside of this may be available at the discretion of the HOA.
- 3.4 The first warning signal on the first day of sailing will not be before 1027 BST
- 3.5 The start of the last race on the last day will be approximately 1600 BST

4. CHALLENGES AND ELIGIBILITY

- 4.1 Any club affiliated to the Royal Yachting Association may apply to enter any Qualification event by completing the Expression of interest form on the BKL pages of the RYA website or by email to: keelboatracing@rya.org.uk
Not later than **four weeks** before the first day of the qualifier the club wishes to enter. Clubs will then be invited to enter by the HOA, completed entry forms should be received by the clubs no later than three weeks before the first day of racing.
- 4.2 Entries received after the days specified in 4.1 may be accepted at the HOA's discretion.
- 4.3 All crew for QY shall be under the age of 25 on 2nd April 2017.
- 4.4 NoS 3.1 specifies the number of crew including helm required for each team. Every member of the team shall be a bona fide member of the club entering.
- 4.5 Entries shall be accepted at the discretion of the HOA, who shall set the maximum number of entries permitted.
- 4.6 Clubs can enter up to three teams. In the event is oversubscribed three weeks before the first day of racing places will be allocated as follows:
 - a) If a qualifier is oversubscribed places will be allocated in the order the EOI was received by the HOA.
 - b) If, after one entry has been allocated to every club that has requested an entry there are available entry spaces clubs may have a second entry allocated in the order they were received by the HOA. Third entries will be allocated in the same manner.

5. FEES

5.1 Entry fees will be £250 and is payable directly to the HOA.

6. RULES

- 6.1 Each event will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 6.2 The Host Club for each event will, in conjunction with the SOA, issue a supplemental set of Local Sailing Instructions which may include a reference to additional rules to be observed, including local byelaws, boat handling rules and the like.
- 6.3 RRS 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70 and 78.3 will be changed by Attachment U to this NoR.
- 6.4 RRS 31 is changed to: While *racing*, neither the crew nor any part of a boats 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*.
- 6.5 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided that the return onboard is at the approximate location of the recovery.

7. ADVERTISING

- 7.1 As boats and equipment will be supplied by the HOA, World Sailing regulation 20.4 applies. Each boat and the supplied equipment may be required to display advertising as provided by either the SOA or HOA.

8. FORMAT

- 8.1 Each event will consist of a series of round robins between the entered teams. Full details for each Regional Qualification event and the British Keelboat League Final shall be detailed in the Local Sailing Instructions for that event. This will include the schedule of races detailing when teams will be racing and in which boats.
- 8.2 Boats will be allocated by a draw carried out by the HOA .

9. SCORING

- 9.1 Races will be scored using a High Point System where 1st place will be awarded points for the number of boats being used at the event, 2nd place will be awarded the points for the number of boats being used at the event minus one and so on. This changes RRS A 4.1
- 9.2 A team retiring from a race will be scored one point. This changes RRS A 4.2
- 9.3 A team that did not start or is disqualified shall be scored no points by the race committee without a hearing. This changes RRS A 5

10. DAMAGE DEPOSITS

- 10.1 The Host Club will require a damage deposit to be paid by each competing team at or before registration. In the event of any damage teams may be required to top up the damage deposit before being allowed to continue in the event. The Local Sailing Instructions will provide details of each Host Clubs requirements.

11. RISK ASSESSMENT

- 11.1 Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".
- 11.2 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. All those taking part should be fully aware and conscious of the actual and potential risks involved in active watersports, including drowning, hypothermia and other physical injuries including head injuries.
- 11.3 By taking part in the event, competitors and each and every competitor agree and acknowledge that:
- (a) they are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) they are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - (c) they accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - (d) they have checked that their boat is in good order, equipped to sail in the event;
 - (e) they have checked that they and their fellow crew members are fit to participate;
 - (f) the provision of a race management team, patrol boats, umpires and other officials and volunteers by the HOA does not relieve them of their own responsibilities;
 - (g) the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
 - (h) it is their responsibility to familiarize themselves with any risks specific to the host venue or the event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

12. MEDIA, IMAGES and SOUND

- 12.1 If required by either the SOA or HOA:
- (a) Television personnel and equipment (or dummies) supplied by the SOA or HOA shall be carried on board while racing.
 - (b) Competitors shall wear microphones supplied by the SOA or HOA during racing and be available for interviews when advised by the SOA, HOA or Race Committee.

(c) Registered helms shall wear communications equipment supplied by the SOA or HOA that will allow commentators to communicate with them whilst racing.

12.2 Competitors shall not interfere with the normal working of the SOA or HOA supplied media equipment.

12.3 The SOA or HOA has the right to use any images and sound recorded during the event free of any charge.

13. SPONSORSHIP

Each HOA and any team entered in a qualifying event may procure sponsorship subject to approval of the SOA – but shall not enter into any agreement that extends beyond 2017.

14. PRIZES

Any prizes to be awarded at a qualifier or the finals will be described in the SI's for that event.

13. FURTHER INFORMATION

For more information please contact the RYA Keelboat department by emailing keelboatracing@rya.org.uk

Attachment A – About the Sailing Champions League

WHICH ONE IS THE BEST INTERNATIONAL SAILING CLUB?

The most successful sailings clubs compete against each other for a whole season in several events in the SAILING Champions League. Each club sets up a team with its best sailors. To win the title and the sought-after trophy, the clubs have to show their best performance. Short races, standardized boats, a standardized course and a competition between the best and prestigious sailing clubs in the world guarantee sailing as its best!

THE IDEA BEHIND THE SAILING CHAMPIONS LEAGUE

The format that has been working for football for years, also works for sailing: An international club competition generating a lot of media attention and something clubs, sailors and fans can identify with!

The idea behind the SAILING Champions League is simple: The cup of the national champions. The most successful clubs of the countries with a National Sailing League are competing against each other in several events during the year. At the end the winning club is may call itself, the “Best Sailing Club of the Year”.

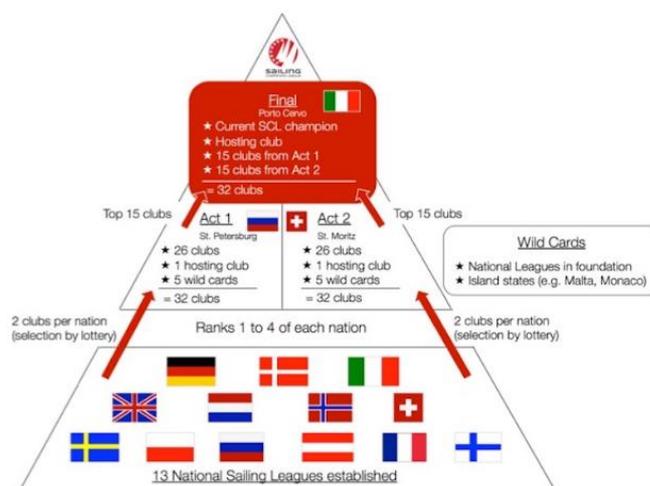
QUALIFICATION SYSTEM

From 2017 on, the qualification system for the SAILING Champions League includes two qualifier events (Act 1 and Act 2) and one big final.

In the qualifier events, following clubs are taking part:

- The top four clubs of each National Sailing League
- The host club
- Clubs with wild cards granted by the Steering Committee

At the final, the top 15 clubs of Act 1 and Act 2, the host club and the current champion of the SAILING Champions League are taking part.



Attachment U

This attachment changes RRS 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70.

U1 CHANGES TO RACING RULES

Additional changes to rules are made in instructions U2, U3, U4, and U5.

U1.1 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) The first sentence of RRS 44.1 is replaced with: 'A boat may take Penalty as described in U2.2 when she may have broken a rule of Part 2 (except RRS 14 when she has caused damage or injury) or RRS 31 or 42 while racing.'
- (b) RRS 60.1 is replaced with 'A boat may protest another boat, but not for RRS 14, or request redress provided she complies with instructions U2.1 and U2.4.'
- (c) The third sentence of RRS 61.1(a) and all of RRS 61.1(a)(2) are deleted.
- (d) RRS 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this attachment.
- (e) Rules P1 to P4 shall not apply

U2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

U2.1 While racing, a boat may protest another boat under a rule of Part 2 (except RRS 14) or under RRS 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a Flag Y flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision. This changes RRS 60.1

U2.2 A boat that protests as provided in instruction U2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a voluntary penalty by either:

- (1) When on a leg to a windward mark, a gybe-penalty; she shall, after getting well clear of other boats as soon as possible, take a penalty by gybing until her mainsail fills on the new tack.
- (2) When on a leg to a leeward mark or the finishing line, a tack-penalty; she shall, after getting well clear of other boats as soon as possible, take a penalty by passing through head to wind and bear away to a close-hauled course on the new tack. The head of the spinnaker must be below the gooseneck before passing head to wind.

If the protested boat does not take a penalty voluntarily, an umpire will decide whether to penalize any boat and signal the decision as provided in instruction U3.1. This changes RRS 63.1 & 64.1

U2.3 A boat may protest another boat

- (a) Under a rule other than instruction U3.2 or U4.2(a), or a rule listed in instruction U2.1, by clearly displaying a red flag as soon as possible after the incident. She shall display the red flag until she is no longer racing and has informed the Race Committee.

U2.4 A boat intending to request redress because of circumstances that arise before she finishes or retires shall display a red flag as soon as possible after she becomes aware of those circumstances but no later than two minutes after finishing or retiring. She shall continue to display the red flag until she is no longer racing and has informed the Race Committee.

U2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction U2.3 or U2.4.

U3 UMPIRE SIGNALS AND IMPOSED PENALTIES

U3.1 An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black or black and white flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

U3.2 (a) A boat penalized under instruction U3.1(b) shall take a One-Turn

Penalty as described in RRS 44.2 except that in addition the head of the spinnaker must be below the gooseneck before passing head to wind.

- (b) A boat disqualified under instruction U3.1(c) shall promptly leave the course area.

U4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE;

U4.1 When a boat

- (a) breaks RRS 31 and does not take a penalty,
- (b) breaks RRS 42,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or

- (f) fails to take a voluntary penalty under U2.2 that she has indicated she will take or comply with instruction U3.2 or to take a penalty when required to do so by an umpire, or
- (g) is in breach of SI Attachment 5 items 2.7 to 2.19.

An umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in RRS 44.2 except that in addition the head of the spinnaker must be below the gooseneck before passing head to wind, each signaled in accordance with instruction U3.1(b), or disqualify her under instruction U3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction U4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

- U4.2 (a) A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in RRS 28.2 only if she does so before she rounds or passes the next mark or finishes. This changes RRS 28.2
- (b) When a boat breaks instruction U4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction U3.1(c).
- U4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction U3.2 or U4.2(a) or a rule listed in instruction U2.1, may inform the protest committee for its action under RRS 60.3. However, he will not inform the protest committee of an alleged breach of RRS 14 unless there is damage or injury.

U5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

- U5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.
- U5.2 There shall be no request for redress or an appeal from a decision made under U2, U3 or U4. In RRS 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'
- U5.3 (a) Protests and requests for redress need not be in writing.
- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
- (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- U5.4 The race committee will not protest a boat, except following a report under RRS 43.1(c) or 78.3.
- U5.4 When the umpires decide that a boat has broken RRS 14 and damage resulted, they may impose a points-penalty without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. Any penalty decided at this hearing may be greater than that originally imposed.
- U5.5 The protest committee may protest a boat under RRS 60.3. However, it will not protest a boat for breaking instruction U3.2 or U4.2(a), a rule listed in instruction U2.1, or RRS 14 unless there is damage or injury.