

SAILING INSTRUCTIONS

BRITISH KEELBOAT LEAGUE 2018

Qualifier 2 - Rescheduled

Royal Northern & Clyde Yacht Club

18th & 19th August 2018

www.rya.org.uk/racing-events



1. Rules

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. RRS 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66 and 70 are changed by Addendum U.
- 1.3. Races will be umpired under Addendum U.
- 1.4. The right of appeal is denied in accordance with RRS 70.5(a).
- 1.5. Boats shall be provided by the Organising Authority, there are no class rules.
- 1.6. 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.
- 1.7. 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.
- 1.8. RRS 16.2 is changed to: In addition, a starboard-tack boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the port-tack boat would immediately need to change course to keep clear of her.
- 1.9. RRS 17 is deleted.

2. Eligibility

- 2.1. To become eligible, a crew shall register as required by the notice of race and pre-event information on arrival at the event. The crew shall provide any required damage deposit before going afloat for the first time.
- 2.2. After registration, no crew member may be changed without the prior permission of the race committee.

3. Safety

- 3.1. A Personal Flotation device of at least 50N buoyancy must be worn at all times whilst competitors are sailing or transferring between boats. This changes the preamble to Part 4 and RRS 40.
- 3.2. A boat shall neither make or receive radio communications while racing.
- 3.3. Support Boats shall be clearly marked to identify the club they are supporting. They shall maintain a listening watch on the Race Committee VHF Channel; they may not transmit on this channel except in an emergency. Unless requested by the Race Committee; support boats shall remain a minimum distance of 50 meters from any racing boat, mark, start or finish line and shall not make waves in the racing area or otherwise affect racing.

4. Event Format and Schedule of Races

- 4.1. The event will be a series of fleet races with all boats competing in each race.
- 4.2. The race committee will allocate crews to the boats to be used in each race; boats will be exchanged in accordance to the schedule of races. This allocation shall not be grounds for redress and amends RRS 62.1.
- 4.3. The schedule of races may be modified during the event in as fair and practical a way as possible determined by the race committee taking into account the entries, weather conditions, time constraints and any other relevant factors. Any change shall not be grounds for redress. This changes RRS 60.1(b).
- 4.4. The initial schedule of races will be displayed on the official notice board. Any changes thereto and schedules for subsequent races will be displayed not less than 10 minutes before the start of those races.
- 4.5. The number of the next race to start may be displayed on the committee boat no later than the warning signal.

5. Scoring

- 5.1. A High Point Scoring System will apply. No scores shall be excluded.
- 5.2. Points will be awarded with first place being equal to the number of boats available at the start of the event, second place will be one point less and so on.
- 5.3. The Score for DNC, DNS, OCS, RET or DSQ will be zero points. This changes RRS A4.
- 5.4. When crews have not sailed the same number of races, places will be calculated by the average points score of each crew in all races they have sailed.

6. Courses and Marks

- 6.1. The Course and Marks will be as described in
- 6.2. Addendum C – **Course**.
- 6.3. The course will only be changed at the leeward mark and will be signalled by a committee boat displaying Flag C over a coloured flag, indicating that the next Windward Mark will be the colour of the flag displayed. This changes RRS 33.

7. The Start

- 7.1. The starting line will be between a staff displaying a British Keelboat League flag on the main committee boat at the starboard end the line and course side of the starting mark at the port end of the line.
- 7.2. Races will be started by using the following signals

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
3	Warning Signal Displayed	One	Warning Signal
2	Flag P Displayed	One	Preparatory Signal
1	Flag P Removed	One	One Minute
0	Warning Signal Removed	One	Starting Signal

- 7.3. The Warning Signal will be a flag of a single colour which will indicate which colour Windward Mark is to be used. The Colours which may be used are listed in SI C3.
- 7.4. When a boat is subject to RRS 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this amends RRS 29.1. The race committee may hail the boat numbers or the total number of premature starters.
- 7.5. Attention may be drawn to an imminent warning signal by a series of short sound signals.
- 7.6. A boat that fails to start within three minutes of her start signal will be scored DNF, this changes RRS A5.

8. The Finish

- 8.1. The finishing line will be between a staff displaying a British Keelboat League on the main committee vessel and the course side of the finishing mark. This changes RRS Race Signals.
- (a) The time limit for each race is 25 minutes.
- (b) The target time for each race is 12 minutes.
- 8.2. Boats failing to finish within two minutes after the second boat sails the course and finishes will be scored for the place the umpires judge them to be in at that time without a hearing. This changes RRS 35, A4 and A5. This score shall not be grounds for redress, this changes RRS 60.1(b)

9. Changes to Sailing Instructions

- 9.1. Any change to the Sailing Instructions will be posted one hour before the start of the first race in which it will first take effect.
- 9.2. Any changes made afloat will be communicated orally by the umpires.

10. Risk Statement

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".

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees 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 and they are fit to participate;
- (e) 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;
- (f) the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (g) 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.

Addendum A – Event Specific Rules

Royal Northern & Clyde Yacht Club BKL Qualifer 2 - Rescheduled

18th – 19th August 2018.

A1. Event Programme

Date	Event (& Notes)	Time(s)	Location
Sat 18th August	Registration	0800	RN&C YC
Sat 18th August	Briefing and boat allocation	0830	RN&C YC
	First Warning Signal	1027	
Sat 18th August	Evening Meal. (Curry)	1930	RN&C YC
Sun 19 th August	First Warning Signal	0927	
	Prizegiving	After Racing	RN&C YC

A2. Event Specific Rules and Byelaws

A2.1. The following local Rules will also apply

- (a) Attention is drawn to the International Regulations for the Prevention of Collision at Sea 1972.
- (b) Particular notice shall be taken of Rule 9b which states “a vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a “Narrow Channel or Fairway”.
- (c) Whilst racing or on passage in the Firth of Clyde north of Cumbrae Head, boats shall regard “Recommended Channels” marked as dotted lines on Hydrographic Office charts as a “Narrow Channel” within the meaning of the IRPCS 9b. Furthermore, Clydeport Operations Limited has decreed that any waters of the Firth of Clyde where vessels by virtue of size, draught, speed or proximity to land, hazards and other vessels are unable to manoeuvre freely must be regarded as a “Narrow Channel”. This also applies in waters of the Queen’s Harbour. Clyde Operations Limited waters are to the south and west and Queen’s Harbour waters to the north of a line from Rosneath Point to a point approximately halfway between Craighendran Pier and Ardmore Head. (Admiralty Chart 1994 refers) Whilst racing any boat which is unable, for reasons of lack of wind or other cause, to sail clear of a large power driven vessel shall start her engine and/or paddle in order to clear and thereafter shall report full details to the Race Committee.
- (d) Competitors are reminded of the Clydeport Operations Limited Byelaw which prohibits boats and other craft from manoeuvring within 100 metres of any ferry terminal. Particular regard shall be paid to this when in the vicinity of the Caledonian MacBrayne and Western Ferries facilities at Dunoon, McInroy’s Point, Hunter’s Quay, and Clyde Marine Services at Helensburgh, Kilcreggan and Gourrock.
- (e) The Restricted Channel into Gareloch, off Helensburgh Sailing Club and extending to the southern limit of the Queen’s harbour may be closed by the Queen’s Harbourmaster for the passage of large vessels.
- (f) Military vessels routinely transit the race area and can be accompanied by a security escort. Boats and support boats should not shape a course to approach any military vessel or in any case pass closer than 200m to a warship or 400m to a surfaced submarine nor should high speed support boats shape a course, at speed, in the direction of a military vessel. The escorting security forces, if they consider any vessel is approaching a military vessel, will intercept and warn her to keep clear. The Regulations require all vessels to keep a listening watch on VHF Channel 16.

A3. Notices to Competitors

A3.1. Notices to Competitors will be posted on the Official Notice Board located adjacent to the bar entrance of the RNCYC clubhouse.

A4. Signals Made Ashore

A4.1. Signals made ashore will be displayed on the Club flagstaff.

A4.2. When flag AP is displayed ashore the warning signal will be made not less than 60 minutes after removal. This changes race signal AP.

A5. Racing Area

A5.1. The Racing Area will be Racing will be held in the Upper Firth of Clyde - East Patch Area. The start line will be within 3 miles of the entrance to Rhu Marina.

A6. Event Boats

A6.1. The event will be sailed in provided 7 metre keelboats with symmetrical spinnaker without lifelines.

A6.2. Sail Combinations

- (a) The sail combination to be used will be signalled from the race committee boat; with or before the warning signal. The signals will have the following meanings

Signal	Meaning
No Signal	All sails may be used

Addendum C – Course

C1. For the purposes of the definitions used elsewhere in these Sailing Instructions

C1.1. Mark W will be the Windward Mark

C1.2. Mark L will be the Leeward Mark

C2. Course – leaving W & L to Port.

C2.1. Start – W – L – W – Finish

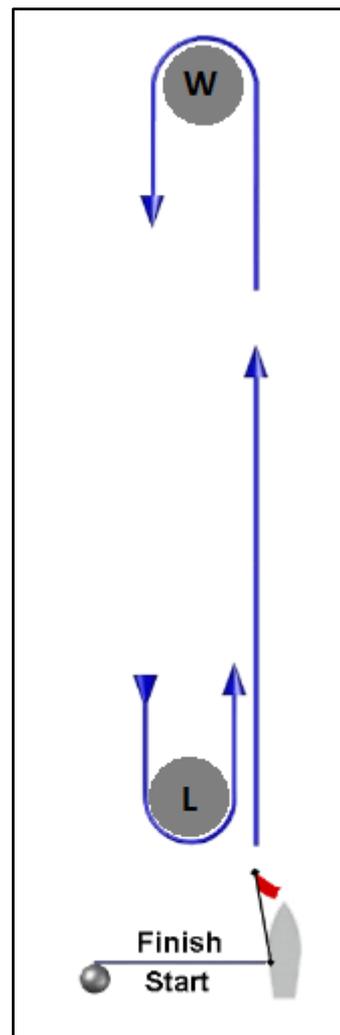
C3. The colour of the Windward Mark to be used during a race will be indicated by by the the warning signal as per SI 0; or changed by a flag as displayed according to SI 6.3.

C3.1. The colours available for the Windward Mark are as follows

- (a) Green
- (b) Yellow
- (c) Red

C4. The Leeward Mark will be Orange.

C5. The Starting and Finishing mark will be Yellow.



Addendum K – Supplied Boats

K1. Breakdowns

- K1.1. Crews are responsible for inspecting their boats before racing.
- K1.2. Before the warning signal of a race or within **two** minutes of changing into a new boat, whichever is the later, a boat may display a Red flag to signal 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 a position just to leeward of the main RC boat and remain there unless otherwise directed.
- K1.3. The time allowed for repairs will be at the discretion of the RC.
- K1.4. After the warning signal of a race, it will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI K1.2.
- K1.5. Except when RRS 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 RRS 62.
- K1.6. When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.

K2. Continuity

- K2.1. Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule and without interfering with any boat still racing.
- K2.2. A boat shall remain the responsibility of the crew until handed over to the race committee or the next crew to use that boat.

K3. Responsibility

- K3.1. Crews scheduled to sail a boat at the end of each sailing day shall be responsible for:
 - (a) Returning the boat to its allocated mooring as displayed on the chart displayed in the cockpit
 - (b) Securing the boat to its mooring as described on the instructions displayed in the cockpit
 - (c) folding, bagging and placement of the sails as directed.
 - (d) leaving the boat in the same state of cleanliness as when first boarded that day.
 - (e) releasing backstay tension.
 - (f) complying with any instruction from the RC.
- K3.2. Crews scheduled to sail a boat at the the end of the final day shall also be responsible for, removing all trash, removing all tape and marks and complying with any instruction from the RC.
- K3.3. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a Yes / No answer.
- K3.4. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- K3.5. A breach of items SI K3.1 and K3.2 will be considered as damage and the cost of rectification may be charged against the Crew.

Addendum L - Boat Handling Rules

U1. General

- L1.1. While all reasonable steps are taken to equalise the supplied boats, variations in condition and maintenance of boats, their sails and their equipment shall not be grounds for redress. This changes RRS 62.

U2. 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:

- L2.1. Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging.
- L2.2. The use of any equipment for a purpose other than that intended or specifically permitted.
- L2.3. The replacement of any equipment without the sanction of the Race Committee.
- L2.4. Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
- L2.5. Moving equipment from its normal stowage position except when being used.
- L2.6. Boarding a boat without prior permission.
- L2.7. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the Race Committee.
- L2.8. Hauling out a boat or cleaning surfaces below the waterline.
- L2.9. Using a flattener as a reef.
- L2.10. Attaching lines to the fabric of spinnakers.
- L2.11. Perforating sails, even to attach tell tales.
- L2.12. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- L2.13. Adjusting or altering the tension of standing rigging, excluding the backstay.
- L2.14. Omitting any headsail car or turning block before sheeting onto a winch.
- L2.15. The use of electronic instruments other than compass and watches.
- L2.16. Using the spinnaker pole to wing out the foresail.
- L2.17. Attaching the spinnaker pole to the shroud or shroud turnbuckle at any time.
- L2.18. Marking directly on the hull or deck with permanent ink.
- L2.19. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking, gybing or steering,
- L2.20. A breach of SI Appendix F 2.21 is not open to protest by boats but may be subject to action by Umpires. This changes RRS 60.1.

U3. Permitted Items And Actions

The following are permitted.

- L3.1. Taking on board and making appropriate use 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) tell tale material
 - (e) notebook
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) Velcro tape

Attachment U – Umpired Fleet Racing

U1. Changes to Racing Rules

These sailing instructions change rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70. *Additional changes to rules are made in instructions U2, U3, U4, and U5.*

U1.1. Changes to the Definitions and the Rules of Part 2 and Part 4

When rule 20 applies, the following arm signals are required in addition to the hails:

- (a) for 'Room to tack', repeatedly and clearly pointing to windward; and
- (b) (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

U1.2. Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'
- (b) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions U2.1 and U2.3.'
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) Rule 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 addendum.

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 rule 14) or under rule 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 red 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.

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 One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

U2.3. A boat intending to

- (a) protest another boat under a rule other than instruction U3.2 or rule 28, or a rule listed in instruction U2.1,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall hail the race committee as soon as possible after finishing.

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

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 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 Two-Turn Penalty in accordance with rule 44.2.
- (b) A boat disqualified under instruction U3.1(c) shall promptly leave the course area.

U4. Penalties And Protests Initiated By An Umpire; Rounding Or Passing Marks

U4.1. When a boat

- (a) breaks rule 31 and does not take a penalty,
 - (b) breaks rule 42,
 - (c) commits a breach of sportsmanship including but not limited to gaining an advantage despite taking a penalty or deliberately breaking a rule,
 - (d) fails to comply with instruction U3.2 or to take a penalty when required to do so by an umpire,
- an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signalled 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(d) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

U4.2. The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next mark or finished.' A boat that does not correct any such error shall be disqualified 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 rule 28 or a rule listed in instruction U2.1, may inform the protest committee for its action under rule 60.3. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

U5. Protests; Reuuests 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. A boat may not base an appeal on an alleged improper action, omission or decision of the umpires. A party to a hearing may not base an appeal on the decision of the protest committee. In rule 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.

U5.5. The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction U3.2 or rule 28, a rule listed in instruction U2.1, or rule 14 unless there is damage or injury.

Addendum X – Damage Penalties

Penalties for damage resulting from contact between boats racing

SI 1.3 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This Attachment explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee 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”.
- 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 penalties may be imposed by umpires after a race to those boats that break RRS 14. Any penalties are applied to one boat's or both boats' score in the race in which the damage occurred.

Level	Race Penalty
Level A	1 point deduction
Level B	3 point deduction
Level C	6 point deduction

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.

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.

Each crew is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the RC.