



ROYAL YACHT SQUADRON BICENTENARY

1815-2015

INTERNATIONAL REGATTA

25-31 July 2015

SAILING INSTRUCTIONS - TEAM RACING

ORGANIZING AUTHORITY – ROYAL YACHT SQUADRON RACING LTD

All times UTC+1 (British Summer Time)

Abbreviations:

CV – Committee Vessel	ONB – Official Notice Board
IDM – Inner Distance Mark	PC – Protest Committee
NA – National Authority	RC – Race Committee
NoR – Notice of Race	RRS – Racing Rules of Sailing 2013-2016
OA – Organizing Authority	SI – Sailing Instruction

1. RULES

1.1. The event will be governed by:

- (a) the 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
- (b) the rules for Handling Boats (SI Addendum F), which also apply to any practice sailing races.
- (c) the prescriptions of the NA that will apply are at SI Addendum I.

1.2. J70 Class rules shall not apply.

1.3. All races will be umpired.

1.4. RRS 14 shall apply at all times from the time when a boat departs Shepards Wharf Marina until it returns.

1.5. Permission has been granted by the NA (RYA) for RRS 17 to be changed. RRS 17 is changed to:

“After her starting signal, if a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain overlapped within that distance unless in doing so she promptly sails astern of the other boat.”

This rule does not apply if the right-of-way boat is on a leg to a leeward mark or if the overlap begins while:

- (a) the right-of-way boat is on a leg to a leeward mark,
- (b) the windward boat is required by RRS 13 to keep clear, or
- (c) both boats are OCS.

1.6. Definition: A boat is on a leg to a leeward mark when she is on a leg to marks 2, 3 or 4.

1.7. 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 the RC vessel that is also a *mark*.”

1.8. Add to RRS 41: “(e) 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.”

1.9. In the event of any conflict between these SIs and the NoR, the SIs will take precedence. This changes RRS 63.7.

1.10. The right of appeal will be denied in accordance with RRS 70.5(a).

1.11. 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 an off-wind leg of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or RRS 31 or 42, in an incident while racing.”

1.12. RRS 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.”

1.13. RRS a D2.2(f) (Protests by Boats) is changed as follows: “A boat penalized by an umpire shall take a One-Turn Penalty.”

1.14. RRS D2.3 (Penalties Initiated by an Umpire) is changed as follows: The last paragraph is deleted and replaced with:

“The umpire shall signal a decision in 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.”

1.15. D 2.4(b) (Signals by an Umpire) is changed as follows:

“To penalize a boat a coloured flag, similar to the flag displayed on the backstay of that boat, with one long sound and pointing that coloured flag at the identified boat means: “The identified boat shall take a penalty by complying with SI 1.13”.”

- 1.16. When racing is in the Round-Robin Series, RRS D3.1(d)(3) is deleted and replaced by H1.9.
- 1.17. RRS D5 (Breakdowns) is deleted.
- 1.18. Voluntary penalties taken after the Preparatory and before the Starting signal shall be taken by gybing.
- 1.19. The current bylaws of the Southampton Harbour 2003 Appendix 2 & Cowes Harbour Commission, attached as Addenda J and K, shall apply to all participants.
- 1.20. Advertising on boats / or equipment may only be that which is provided by the OA.

2. ENTRIES AND ELIGIBILITY

- 2.1. To remain eligible the entire crew shall complete Registration in accordance with the NoR, pay any outstanding entry fee and deposit the damage deposit, between 0800 Saturday 25 July and 1600 Sunday 26 July, unless extended by the OA.
- 2.2. Each team is responsible for the damage or loss to their boat, up to a limit of £500 per incident, unless responsibility is otherwise assigned by the umpires or PC.
- 2.3. After Registration, no team member may be changed without the prior written permission of the RC. It will be given only in exceptional circumstances.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the ONB located at Shepards Wharf Marina.
- 3.2. Signals made ashore will be displayed on a flagpole at Shepards Wharf Marina below an RYS Bicentenary Battle Flag.
- 3.3. The first briefing for all competitors shall be at Shepards Wharf Marina at 1700 on 26 July. See SI Addendum A. Attendance is mandatory for all competitors.
- 3.4. Daily briefings and debriefings will be held Monday to Thursday at Shepards Wharf Marina in accordance with SI Addendum A, which is mandatory attendance for all skippers, or their representative.
- 3.5. When Code Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the Race Signal AP. This changes AP in Race Signals.

4. AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to these SIs will be signalled by flying Code Flag L in Shepards Wharf Marina. Such changes will be posted on the ONB not later than 0830 on the day that the Amendment becomes extant.

4.2. Amendments made afloat will be signalled by the display of Code Flag L on the CV with three sound signals. This is an addition to Code Flag L in Race Signals. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

5.1. The J70s to be sailed and the sails to be used will be provided by the OA.

5.2. The Draw for the allocation of team letters A to K, excluding I, will be conducted during the Briefing to be held at the Shepards Wharf Marina Event Centre on Sunday 27 July 2015. Team letter bibs will be issued and shall be worn by the skipper of each boat as the outer piece of clothing at all times when afloat.

5.3. Standing rigging shall not be altered nor any gear removed without the permission of the RC. Boats may be inspected at any time.

5.4. The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires.

5.5. Other restrictions or instructions may be given to the boats verbally by an umpire. Code Flag L is not required.

5.6. The RC will decide which boats are to be used for each stage.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

6.1. Each team will be allocated a pair of J70s for each race in accordance with the Race Schedule.

6.2. Teams will be identified by a colour flag affixed to the Backstay and to the shrouds: Red, Blue, Yellow, Pink, Black & Green. Boats will be identified by a number from 1 to 12 affixed to the Jib and to the Main, hereafter called "boat number".

6.3. The RC may require a team to sail a substitute boat at any time.

7. EVENT FORMAT AND STARTING SCHEDULES

7.1. The Event Format is detailed in SI Addendum A.

7.2. The Race Schedule is detailed in SI Addendum B.

7.3. The RC may terminate any race or stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of the races in the existing conditions or the time scheduled.

7.4. The Event Format and Race Schedule may be modified during the event as determined by the RC.

7.5. Taking into account the entries, weather conditions, time constraints and any other relevant factors, the decision of the RC shall be final and competitors shall not request redress in respect of such decision. This changes RRS 60.1(b) and RRS 62.

7.6. The Race Schedule will be displayed on the ONB. Every race will be assigned a race number in the Race Schedule.

7.7. The RC may at any time remove a particular race from the published sequence of races and run it at a later time.

7.8. The intended time of the first Warning Signal each day is 1000.

7.9. Continuity

7.9.1. Before starting and after finishing or retiring, boats shall sail to minimise any delay to the Race Schedule.

7.9.2. Boats are advised to stay close to the CV after finishing / retiring.

7.9.3. A boat shall remain the responsibility of the skipper until handed over to the RC or the next skipper to use that boat. Boats shall be handed over as empty of water as practical and in racing trim.

8. RACING AREA AND NAVIGATION RESTRICTIONS

8.1. The racing area will be in The Solent. The location of the CV will be indicated on the ONB prior to the departure of the RC to that location, but is likely to be in either Osborne Bay, to the East of Cowes, or Thorness Bay, which is to the West.

8.2. Any prescriptions for navigation that shall apply will be posted on the ONB.

9. COURSE

9.1. The course configuration is set out in SI Addendum C.

9.2. The Starting Line will be a straight line between the course side of the starting mark and the mast or staff displaying an Orange flag on the side of the CV, leaving the CV to Starboard.

9.3. The Finishing Line will be a straight line between the course side of the finishing mark and the mast or staff displaying a Blue flag on the CV, leaving the CV to Port. An Inner Distance Mark (IDM) may be laid on or near the Finishing Line. Boats shall leave the IDM to port.

9.4. A buoy may be attached to the CV anchor line just below keel depth. Boats shall not pass between this buoy and the CV at any time. This buoy is part of the CV ground tackle.

9.5. The Starting and Finishing marks will be small buoys with a stick and an Orange Flag at the top of the stick.

9.6. Course marks will be Orange buoys.

9.7. Course Limits

9.7.1. Support boats, coaches, and spectator boats shall be anchored in the Defined Area and outside of the race area, as depicted in SI Addendum C. The RC or umpires may penalise a team whose coach or support team do not comply with this SI.

9.7.2. A breach of this SI is not open to protest.

10. BREAKDOWN and TIME FOR REPAIRS AND REDRESS

10.1. Before the Warning Signal or within two minutes of finishing or within two minutes of changing into a new boat, whichever is later, a boat may display a White 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 Jenny Lee, the Mother-Ship, and remain there, unless otherwise directed.

10.2. The time for repairs will be at the discretion of the RC.

10.3. After the Warning Signal, the race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.

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

10.5. Competitors are responsible for inspecting their boats before racing.

10.6. Competitors shall report any defects, damage or breakdown to an umpire or the RC at the first reasonable opportunity.

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

10.8. When a PC grants redress under RRS 62.1(b) the RC may postpone a resail indefinitely and score each team half a race loss, unless the result is relevant to progress, but not seeding, in the next round.

11. DAMAGE PENALTIES

11.1. When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage, they may impose race-loss penalties as prescribed in Addendum D without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the PC who shall proceed in accordance with RRS Appendix D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires. This changes RRS D3.1(d)(1) and D3.1(d)(3)

12. STARTING PROCEDURE

12.1. RRS 26 is changed. Races will be started by using the following signals:

Signal	Minutes before starting signal	Sound	Visual Signals
Warning	3	One	Team flags displayed
Preparatory	2	One	Flag P displayed
One-minute	1	One	Team flags removed
Starting	0	One	Flag P removed

In each Cycle, there will be a one-minute gap between the Start of one race and the Warning Signal for the next race. There may be a gap between the end of one Cycle, normally three consecutive starts, and the Start of the next Cycle. Times shall be taken from the start of each sound signal; the failure or delay, of a visual signal, including flags as specified in SI 12.2, shall be disregarded.

- 12.2. When a boat is subject to RRS 29.1 a flag, corresponding to her Team identification, will be displayed but not for more than One minute after the starting signal. This changes 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.
- 12.3. A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was OCS at her starting signal, she shall be scored in accordance with RRS D3.1(b).
- 12.4. A series of short sound signals will be made to advise competitors a Warning Signal is imminent. Code Flag AP will only be used for significant delays (those likely to be longer than 15 minutes).

13. CHANGE OF POSITION OF MARKS

- 13.1. There will be no changes of the position of a mark by the RC after the start of a race. This changes RRS 33.

14. TIME LIMIT

- 14.1. There shall be no time limit for races. However the RC may abandon a race for any reason. This changes RRS 32.

15. PROTESTS

- 15.1. 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 RC not later than 60 minutes after the last Finishing Signal of the day. However, boats are required to notify the RC as soon practicable.
- 15.2. The PC may refuse to hear a protest or request for redress unless its outcome is relevant to progress to, but not seeding in, the next round of the competition. This changes RRS 63.1.

15.3. When the PC 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 include to order a resail or to impose no penalty. This changes RRS 64.1 and D3.1.

15.4. Appeals are excluded by RRS 70.5(a).

16. SCORING

16.1. See Addendum H for Scoring.

17. SAFETY

17.1. An adequate personal flotation device shall be worn by all crew at all times whilst afloat.

17.2. Any participant suffering significant injury shall report the matter to the RC immediately. The RC may require that person to proceed ashore to receive first aid.

18. CODE OF CONDUCT

18.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, and shall not behave so as to bring the event into disrepute. The penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event, or the withholding of deposits.

19. SAFETY & DISCLAIMER OF LIABILITY

19.1. Rule 4 of the RRS states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

19.2. 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.

19.3. They should be especially aware of the particular risks in team racing where boats are manoeuvred in close proximity and where the actions of other competitors, the action or inaction of the organisers, the umpires and drivers of other escort craft can also endanger their safety.

19.4. By taking part in the event, each competitor agrees and acknowledges 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) 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 if any and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;
- (g) The provision of patrol boat cover if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances.

Addendum A - Event Format

Addendum B - Race Schedule

Addendum C - Race Course

Addendum D - Penalties for damage resulting from contact between boats racing

Addendum E - Damage Charges

Addendum F - Handling Boats

Addendum G - Equipment List

Addendum H - Scoring

Addendum I - NA (RYA) Prescriptions

Addendum J - Southampton Harbour Byelaws 2003

Addendum K - CHC Local Notice to Mariners No 5(T) of 2015

ADDENDUM A

EVENT FORMAT

RACING PROGRAMME

Saturday 25 July 2015

Bicentenary International Regatta Registration 0800-1800 at Regatta House, 18 Bath Road, Cowes
Teams may pre-book a training session at a starting time between 1200-1520.

Sunday 26 July 2015

Bicentenary International Regatta Registration 0800-1600 at Regatta House, 18 Bath Road, Cowes
Teams may pre-book a training session at a starting time between 1000-1320.

Competitors' Briefing at 1700 at Shepards Wharf Marina. Attendance is mandatory for all competitors.
The draw for Team letters will be conducted during this Briefing. See Addendum B. There is no requirement for skippers thereafter to attend the Skippers' Briefing at 1800 in the RYS Pavilion.

Monday 27 July 2015

Skippers' Morning Briefing at 0845

Stand-by teams report to the Jenny Lee 0900

First Warning Signal 1000

It is intended that the last Warning Signal will be no later than 1650

Skippers' Debriefing and Briefing at Shepards Wharf Marina, 30 minutes after the last boat is alongside.

Tuesday 28 July 2015

Skippers' Morning Briefing at 0845

Stand-by teams report to the Jenny Lee 0900

First Warning Signal 1000

It is intended that the last Warning Signal will be no later than 1620

Skippers' Debriefing and Briefing at Shepards Wharf Marina, 30 minutes after the last boat is alongside.

Wednesday 29 July 2015

Skippers' Morning Briefing at 0845

Stand-by teams report to the Jenny Lee 0900

First Warning Signal 1000

It is intended that the last Warning Signal will be no later than 1650

Skippers' Debriefing and Briefing at Shepards Wharf Marina, 30 minutes after the last boat is alongside.

Thursday 30 July 2015

Skippers' Morning Briefing at 0845

Stand-by teams report to the Jenny Lee 0900

First Warning Signal 1000

It is intended that the last Warning Signal will be no later than 1620

Skippers' Debriefing and Briefing at Shepards Wharf Marina, 30 minutes after the last boat is alongside.

Friday 31 July 2015

Skippers' Morning Briefing at 0845

First Warning Signal 1000

The Jenny Lee will depart at 0900

It is intended that the last Warning Signal on the last day of racing will not be later than 1530.

SOCIAL PROGRAMME

Sunday 26 July 2015

1830-2000 Bicentenary International Regatta Opening Reception at RYS Pavilion & Lawn with a display from the Red Devils. Dress Code: Jacket & Tie

Monday 27 July 2015

Bicentenary International Regatta Social & Dinner at the RORC (incorporating the RCYC, Cowes)

Tuesday 28 July 2015

1900 for 1930 Team Racing Reception & Hog Roast BBQ at RYS Lawn & Marquee. Dress Code: Clean Smart Yachting Attire

Wednesday 29 July 2015

Bicentenary International Regatta Social & Dinner at the Royal London Yacht Club

Thursday 30 July 2015

1900 for 2000 RYS Bicentenary International Regatta Grand Party at Osborne House with an Aerial Display. Dress Code: Summer Chic

Friday 31 July 2015

1800-1930 Bicentenary International Regatta Closing Reception and Prize giving at RYS Pavilion & Lawn. Dress Code: Jacket & Tie

2000 until late Crew Party at Cowes Yacht Haven with BBQ. Dress Code: Casual

Information on ticketing for the above Social events are available on www.bic2015.org.uk/the-event/schedule, and in your Entry Pack.

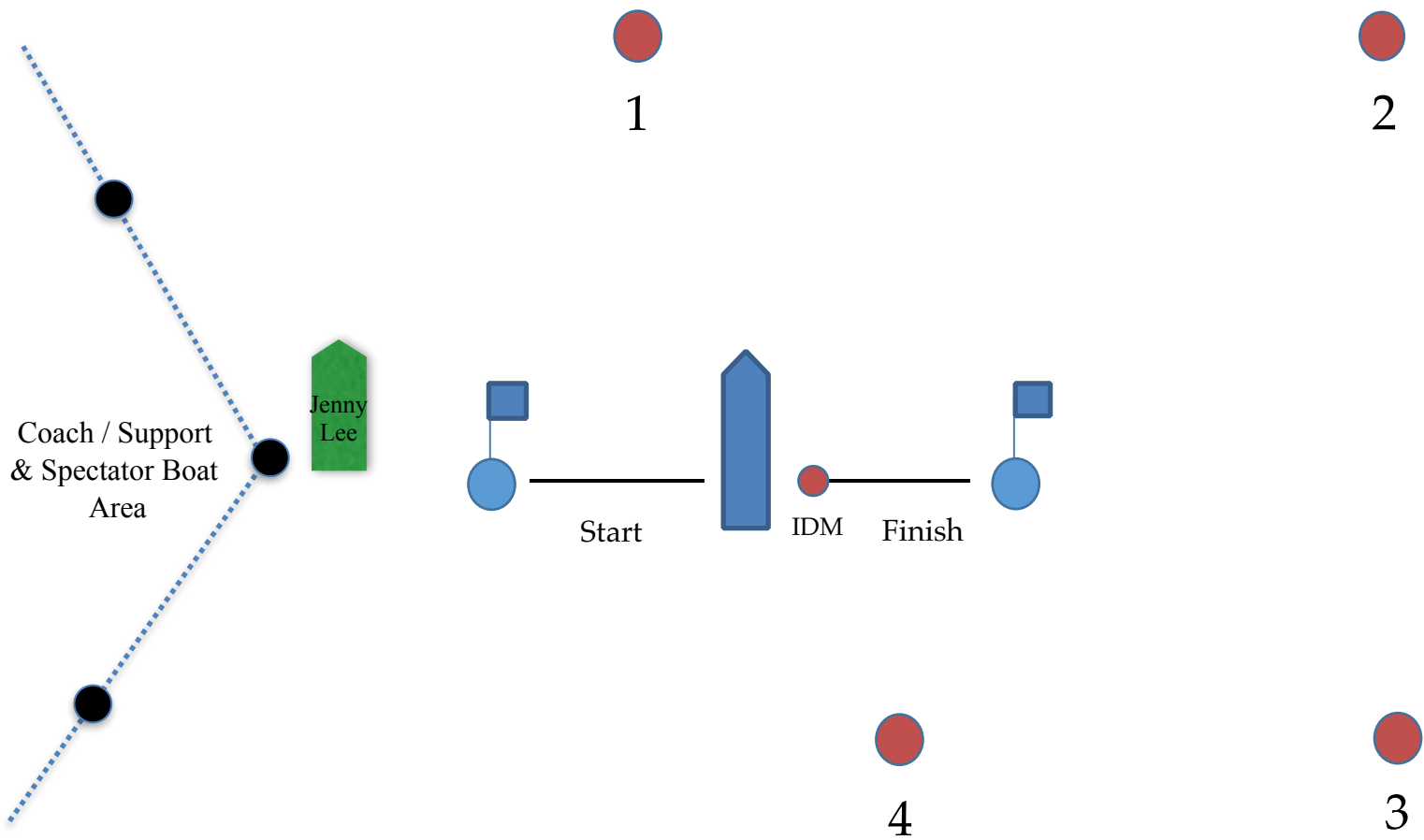
ADDENDUM B

RACE SCHEDULE

1. On the assumption of ten competing teams, Team Letters, A-K (excluding I), will be drawn by each Team Captain during the Competitors' Briefing, which is to be held at the Shepard's Wharf Marina on Sunday 26 July 2015. In the Race Schedules, the Letter will indicate the number of each race that will be sailed, against whom, and in which pairs of boats.
2. The RC's intention is to run a series of Round-Robins, with the First Warning Signal displayed at 1000 each day. The Race Schedules will be posted on the ONB each day, two copies handed to each Team, and one copy placed in each boat. It is intended that each Cycle will comprise three consecutive starts.
3. In the event of damage that requires a boat to be withdrawn, a Change Schedule may be created. Copies of a Change Schedule will be provided to each team, and may be circulated while teams are afloat.
4. Friday's Race Schedule will be separately displayed on the ONB. It is intended to sail Semi-Finals, Petit-Finals and Final matches, with the qualifying teams drawn from the first four placed teams placed by the aggregate scores of the Round-Robin Series. The winner of the Semi-Finals will be the first team to score two race wins. The winner of the Finals will be the first team to score three race wins. The winner of the Petit-Finals will be the Team to score two race wins.
5. Any requested clarification will be given at the Competitors' or Daily Briefing.

ADDENDUM C

RACE COURSE



Course 1 - 2 - 3 - 4 - Finish.

All Marks shall be left to starboard.

An IDM may be laid on or near the Finish Line.

Coach / Support boats shall be ANCHORED in the Defined Area. See SI 9.7.4.

Jenny Lee, the Mother-Ship, is the change-over boat, and may be at anchor.

NOT TO SCALE

DEFINITION: A boat is on a leg to a leeward mark when she is on a leg to marks 2, 3 or 4.

ADDENDUM D

Penalties for damage resulting from contact between boats racing

SI 11 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. 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. In the Round-Robin Series the penalty is half a race loss; in the Knockout Series it is a half race win. Any penalties are added to one boat's or both boats' team race losses / wins for the Series in which the damage occurred.

Level	Race Penalty
Level A	No Penalty
Level B	½ race win (½ race loss)
Level C	1 race win (1 race loss)

Deductions from Damage Deposits

Any deductions from damage deposits are a matter for the OA and do not affect any race loss penalties applied by the Umpires or PC. Subsequent assessments of the damage level after further inspection, whether the level turns out to be higher or lower, will have no effect on the race loss penalties given on the water.

ADDENDUM E

DAMAGE CHARGES

This Addendum is included only for information and guidance and does not form part of the SIs. The charges below are all applicable where it is obvious that damage or loss was caused due to misuse by the user.

Damage	Definition	Cost
Hull	Gel coat or capping nicks	£250.00
	Minor hull damage not requiring lamination	£300.00
	Minor damage requiring lamination	£500.00
	Major damage or new capping – full cost of repair up to	£500.00
Deck	Minor damage	£50.00
	Major damage – full cost of repair up to	£500.00
Sail damage	Rips smaller than 10cm	£25.00
	Rips larger than 10cm up to 40cm	£50.00
	Rips larger than 40cm – full cost of repair up to	£500.00
	Sail write off – full cost of replacement up to	£500.00
Flags	Loss	£20.00
Sheets	Damage or loss (per sheet)	£30.00
Deck fitting	Damage or loss - full cost of replacement up to	£500.00
	Major damage - full cost of replacement up to	£500.00
Personal Floatation Device	Loss	£150.00

ADDENDUM F

HANDLING 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.

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 prior 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 Using a flattener as a reef.

2.10 Perforating sails, even to attach tell tales.

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

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

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

2.14 Using a reef line as an outhaul.

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

2.16 The use of electronic instruments other than compass, depth sounder, and watches.

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

2.19 Crew shall have their legs inboard of the sheerline, at all time.

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

2.21 A breach of SI Addendum F 2.19 is not open to protest by boats but may be subject to action by Umpires. This changes RRS 60.1.

3. PERMITTED ITEMS and ACTIONS

The following are permitted.

3.1 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-tail material.

(e) Notebook.

(f) Watch, timers and hand held compass.

(g) Shackles and clevis pins.

(h) Velcro tape.

(i) Personal Flotation Device (PFD), which complies with SI 17.1, if not using the OA-provided PFD.

(j) Small video devices such as GoPro.

ADDENDUM G

EQUIPMENT LIST

- 1 The following non-fixed items, provided by the OA, shall 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

Jib

Jib Sheet

Reefing sail-tie

Mainsail Bag

Hatch Bag

SAFETY GEAR

Bucket and lanyard

Life ring

Paddle

FLAGS

Team Flag affixed to the Backstay and to shrouds, total three

Protest Flag - Yankee

Damage / Breakdown Flag - White

GROUND TACKLE

Anchor and chain

Anchor line

MOORING LINES and FENDERS

Two mooring lines

Towing Bridle

Two white fenders

Blue fender

ADDENDUM H

SCORING

In a Round-Robin Series teams are to sail against all other teams one or more times.

H1 Round Robins Series

H1.1 The following scoring system replaces RRS Appendix D4. This scoring system is designed to allow all races sailed in an incomplete round robin to be counted towards the final results.

H1.2 The losing team of each race scores one point (half a point each for a dead heat); the winner scores no points.

H1.3 When a team withdraws from part of an event the scores of all in-completed races shall be scored as losses.

H1.4 When a single Round-Robin is terminated before completion, a team's score shall be the total number of losses scored by the team in all races sailed except as stated in H1.6.

H1.5 When a multiple Round-Robin is terminated during any of the Round-Robins, a team's score shall be the total number of losses scored by the team except as stated in H1.6.

H1.6 However, if any of the teams have sailed less than three races in the Round-Robin Series, the entire Round-Robin Series shall be disregarded and, if necessary, the event declared void.

H1.7 Teams shall be placed in order of their total scores, lowest number of losses score first.

H1.8 A team that has won a race but is disqualified for breaking a rule against a team in another race shall be scored a loss for that race (but the losing team shall not be awarded the win); and

H1.9 When a boat has broken RRS 1 or RRS2, RRS 14 when she has caused damage or injury, or a rule when not racing, half or more race losses may be added to her team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other team shall remain unchanged.

H2 Ties in Round-Robins

H2.1 For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.

H2.2 Ties between two or more teams in a Round-Robin Series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, rules H2.3(a) to H2.3 (c) shall be reapplied to them.

H2.3 Ties shall be decided in favour of the teams(s) who

a) placed in order, has the lowest number of losses in the races between the tied teams ;

b) when the tie is between two teams in a multiple Round-Robin, has won the last race between the two teams;

c) has the fewest losses against the team placed highest in the Round-Robin Series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used :

(1) the higher-place tie shall be resolved before the lower-place tie, and

(2) all the teams in the lower-place tie shall be treated as a single team for the purposes of rule

H2.3(c);

When rule H2 does not resolve a tie and,

(a) if the tie needs to be resolved for a later stage of the event the tie shall be broken by a sail-off when practicable. When the RC decides that a sail-off is not practicable, the tie shall be decided in favour

of the team who has the highest score in the Round-Robin series after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule H2.

H3 Knockout Series

H3.1 In a Knockout series the SIs Addendum B shall state the minimum number of race win points required to win a series between two teams. When a Knockout Series is terminated it shall be decided in favour of the team with the higher number of race wins.

H4 Ties in a Knockout Series

H4.1 Ties (including 0–0) between teams in a Knockout Series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the team who

- a) has the highest place in the most recent Round-Robin series, applying rule H2 if necessary;
- b) has won the most recent race in the event between the tied teams.
- c) to decide the winner of the event, or the overall position between teams eliminated in one round of a Knockout Series, a sail-off may be used (but not a draw).

ADDENDUM I

NA (RYA) PRESCRIPTIONS

5 **Anti-Doping**

The National Authority procedural rules required by ISAF regulation 21.14 to implement the World Anti-Doping Code through ISAF Regulation 21 are the **RYA Anti-Doping Rules**, as published on the RYA Website.

67 **Damages**

1. Any issue of liability or claim for damages arising from an incident while a boat is bound by *The Racing Rules of Sailing* shall be subject to the jurisdiction of the courts and not considered by a protest committee.
2. A boat that has taken a penalty or retires does not thereby admit liability for damages or that she has broken a rule.

86.3 **Rule Changes**

An organizing authority wishing to develop and test a rule change shall obtain prior approval from the RYA. The organizing authority shall promptly report the results of the test to the RYA.

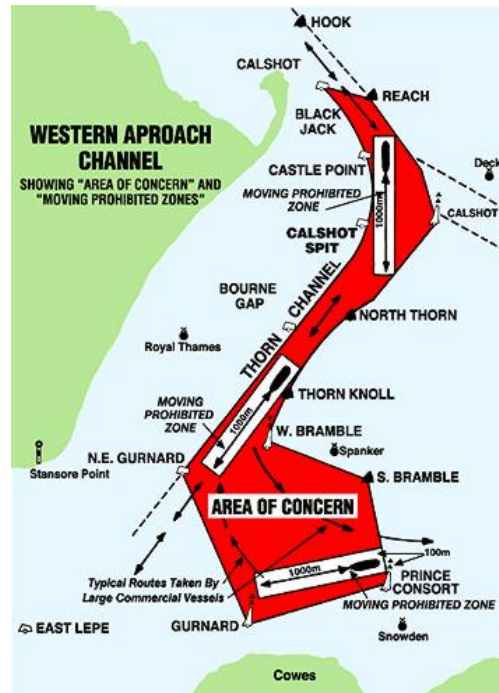
88.2 **Changes to National Authority Prescriptions**

Notice of race and sailing instructions shall not change a prescription of the RYA. However, when an international jury has been appointed for an event, only the prescriptions to rules 5, 67, 86.3 and 88.2 shall apply.

ADDENDUM J

SOUTHAMPTON HARBOUR BYELAWS 2003

Yachts shall observe the Associated British Ports (ABP) Southampton Harbour Byelaws 2003 (see below) at all times and avoid any close quarters situation with large commercial shipping. Particular note should be made of Byelaws 10 & 11 and Associated British Ports Southampton Notice to Mariners No. 3 of 2011 giving details of a moving prohibited zone, shown below, which ranks as an obstruction for the purposes of RRS 19 and 20.



An **Area of Concern** is established in the Western Approach and Thorn Channels, shown on charts as **Entry Restricted**. Every vessel over 150m LOA in this area has around it a **moving prohibited zone** 1000m ahead and 100m either side. Vessels under 20m LOA shall not enter a **moving prohibited zone**.

Vessels over 150m will display by day a black cylinder, by night 3 all-round red lights in a vertical line and may be preceded by a Southampton Harbour Patrol launch (call sign "SP" on VHF 12) showing a blue flashing light.

Southampton Vessel Traffic Services Centre (call sign "VTS") broadcasts hourly information on VHF 14, these broadcasts are made only between Easter and the end of October.

ADDENDUM K

CHC LOCAL NOTICE TO MARINERS NO 5(T) OF 2015



LOCAL NOTICE TO MARINERS No 05(T) of 2015

BREAKWATER EXCLUSION ZONE BUOYAGE AND BREAKWATER WORKS

(This notice supersedes Local Notice to Mariners No 27(T) of 2014 which is hereby cancelled)

Notice is hereby given that works on the new detached breakwater have been completed for the winter period. Work is expected to recommence in late spring 2015, which will involve the reshaping of the breakwater gravel core and the placement of rock armour. An Exclusion Zone remains in force which is marked as follows:

Latitude (N)	Longitude (W)	Buoy	Light
50 46.068	01 17.743	N. Cardinal	VQ
50 46.059	01 17.682	Yellow Special Mark	Fl.Y.4s
50 46.049	01 17.604	Yellow Special Mark	Fl.Y.4s
50 46.040	01 17.544	N. Cardinal	VQ
50 45.978	01 17.456	E. Cardinal	Fl.VQ.3
50 45.942	01 17.533	Yellow Special Mark	Fl.Y.4s
50 45.960	01 17.683	Yellow Special Mark	Fl.Y.4s
50 45 974	01 17.800	Yellow Special Mark	Fl.Y.4s
50 46.025	01 17.836	Breakwater West Red lateral	Fl.R.2s
50 46.057	01 17.805	Yellow Special Mark	Fl.Y.4s

Table 1: Exclusion Zone Navigation Marks, Positions and Characteristics

In addition, the breakwater is marked with 5 yellow lights mounted on yellow special mark beacons. A yellow special mark is also in place marking the eastern toe of the breakwater as follows:

Table 2: Breakwater Marks, Positions and Characteristics

Latitude (N)	Longitude (W)	Buoy or Beacon	Light/s
On Breakwater	On Breakwater	5 x Yellow Special Mark Beacons	Fl.Y.5s
50 45.982	01 17.514	Yellow Special Mark (Breakwater East)	Fl.Y.2s

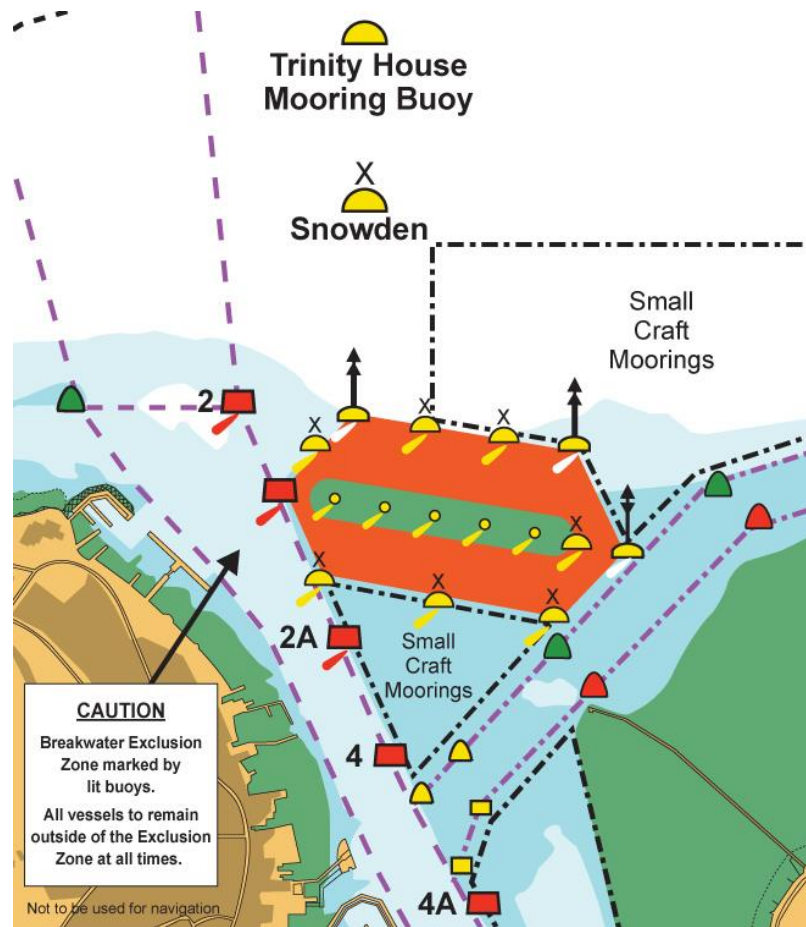


Fig 1: Stage 7 Exclusion Zone winter 2014/15

All vessels are reminded that they must stay outside of the Exclusion Zone at all times; contravening the Exclusion Zone is a breach of the [Coves Harbour General Direction 10.1](#).

Harbour users are also recommended to familiarise themselves with the contents of [Local Notice to Mariners: Changes to Tidal Flows within Coves Harbour](#).

A new Notice to Mariners will be issued prior to any further changes in the Exclusion Zone or associated works.

This Local Notice to Mariners remains in force until further notice.