

Sailing Instructions

British Keelboat League

David Haw Memorial Trophy

Royal Southern Yacht Club, Hamble

University of Bristol Sailing Club & Royal Thames Yacht Club

31st August – 1st September



1. Rules

- 1.1. These Sailing Instructions change RRS 26, 29.1, 33, 35, 49.1, 60.1(b), 62, 62.1, 63.1, A4, A5 and Race Signals.
- 1.2. The event will be sailed in J/70 type boats provided by the Organising Authority with asymmetrical spinnakers) fitted with lifelines. There are no class rules.
- 1.3. Attachments A, C & L to these sailing instructions always apply.

2. Eligibility

- 2.1. To become eligible, a team shall register as required by the notice of race and pre-event information.
- 2.2. After registration only registered team members may race. No change to the list of registered team members may be made without the prior permission of the Race Committee.

3. Safety

- 3.1. While racing, and except in an emergency, a boat shall neither make nor receive communications by radio or mobile
- 3.2. Support Boats shall be clearly marked to identify the Team 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 line or finish line and shall not make waves in the racing area or otherwise affect racing.

4. Event Format and Scoring

- 4.1. The event will be a series of short fleet races with all boats competing in each race.
- 4.2. A High Point Scoring System will apply. No scores shall be excluded.
- 4.3. 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.
- 4.4. The Score for DNC, DNS, OCS, NSC, RET or DSQ will be zero points. This changes RRS A5.
- 4.5. 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.
- 4.6. 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.
- 4.7. The schedule of races may be modified during the event in as fair and practical 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 62.1(a).
- 4.8. When crews have not sailed the same number of races, places will be calculated by the average points scored (to 2 decimal places) in all races they have sailed.

5. Equalisation and Allocation

- 5.1. The Race Committee will allocate the boats to be used in each race. A boat shall remain the responsibility of the crew until handed over to the Race Committee or the next crew to use that boat.
- 5.2. The Organising Authority will take all reasonable steps to equalise the boats.
- 5.3. Neither the allocation of boats, nor any variation between the boats and their equipment, shall be grounds for redress. This amends RRS 62.1.
- 5.4. The last crew on board a boat at the end of each sailing day shall return the boat to the dock and moor it to the satisfaction of the Organising Authority and are responsible for:
 - (a) folding, bagging and placement of the sails as directed.
 - (b) removing all trash, tape and marks.
 - (c) leaving the boat in a satisfactory state of cleanliness.
 - (d) releasing backstay tension.
 - (e) complying with any instruction from any person appointed by the Organising Authority.
- 5.5. A breach of SI 5.4 may be considered as damage and the cost of rectification charged against the Team.

6. Sail Combinations

- 6.1. A breach of a rule within SI 6 may result in disqualification by the race umpires in accordance with Attachment UF 3.5(c).
- 6.2. The sail combination to be used will be displayed on the signal vessel, with or before the warning signal. The signals will have the following meanings.

Signal	Meaning
	All sails may be used
NN 2	Boats shall race with a single reef in the mainsail
NN 3	Spinnakers shall not be used.

- 6.3. After the starting signal and at a windward mark, the Race Committee may signal a change to the use, or otherwise of spinnakers by displaying either of the following signals.

Signal	Meaning
NN 9 with repetitive sounds	Spinnakers may be used in the remainder of the race
NN 3 with repetitive sounds	Spinnakers shall not be used in the remainder of the race

7. Courses and Marks

- 7.1. The Course and Marks are described in SI Attachment C.
 7.2. The Race Committee may change the course at the leeward mark. The signal shall be the display of Flag C with repetitive sounds and a coloured shape (described in C3.1) indicating the colour of the next windward mark. This changes RRS 33.

8. The Start

- 8.1. The starting line will be between a staff on the signal vessel at the starboard end the line and the course side of the starting mark at the port end of the line.
 8.2. The number of the next race to start may be displayed on the signal vessel no later than the warning signal.
 8.3. Attention may be drawn to an imminent warning signal by a series of short sound signals.
 8.4. Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. This amends RRS 26.

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
3	British Keelboat League Class Flag	One	Warning Signal
2	P Flag Displayed (see SI 8.5)	One	Preparatory Signal
1	P Flag Removed	One	One Minute
0	Class Flag Removed	One	Starting Signal

- 8.5. The Course Signal will be a shape of a single colour indicating which colour Windward Mark is to be used. The colours and shapes which may be used are listed in SI C3.1. This will be displayed between the preparatory and 1 minute signals.
 8.6. When a boat is subject to RRS 29.1, flag X need not be displayed later than 1 minute after the starting signal; this amends RRS 29.1.
 The Race Committee may hail the total number of premature starters or boat numbers. The nature of this hail and the order in which the boat numbers are hailed shall not be grounds for redress, this changes RRS 62.1 (a).
 8.7. A boat that fails to start having been subject to RRS 29.1 and either enters the zone at, or rounds the first windward mark may be disqualified by the race umpires in accordance with Attachment UF 3.5(c).
 8.8. A boat that fails to start within 3 minutes of her starting signal will be scored DNS without a hearing, this changes RRS 63.1 and RRS A5.

9. The Finish

- 9.1. The finishing line will be between a staff on the signal vessel and the course side of the finishing mark
 9.2. The time limit for each race is 25 minutes.
 9.3. Boats that start and are still racing two minutes after the second boat has sailed the course 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).

10. Breakdowns

- 10.1. Crews are responsible for inspecting their boats before racing.
 10.2. 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 flag L to signal breakdown or damage to the boat, sails, or injury to the crew and request a delay to the next start. The boat shall proceed as soon as possible to a position just to leeward of the signal vessel and remain there unless otherwise directed.
 10.3. The time allowed for repairs or treatment of an injury will be at the discretion of the Race Committee and is not grounds for a request for redress by a competitor, this changes RRS 62.1.
 10.4. 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 10.2.
 10.5. When to continue racing after damage or breakdown risks further damage, the boat shall retire immediately.

11. Changes to Sailing Instructions

- 11.1. 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, except for changes to the schedule as allowed in SI 4.7.
 11.2. Any changes made afloat will be communicated orally.

12. Risk Statement and Damage

Competitors are reminded of their acceptance of the Risk Statement and Damage process as included in the Event Notice of Race.

Attachment A – Event Specific Rules

A1. Event Programme

Date	Event (& Notes)	Time(s)
Saturday 31 st August	Registration	0830
	Competitor Briefing (insert Venue Here)	0900
	Dock Out for First Race	0915
	First Warning Signal will not be before	1027
Sunday 1 st September	Dock Out for First Race	0830
	First Warning Signal will not be before	0927
	Last Warning signal at approximately	1600
	Prize Giving	ASAP

A2. Notices to Competitors

A2.1. Notices to Competitors will be posted

(a) on the Online Official Notice Board at [David Haw Memorial Trophy \(ksail.co.uk\)](http://ksail.co.uk)

(b) race schedules will be posted on the Event Results Portal at <http://events.ksail.co.uk/>

A2.2. During the event, Notices to Competitors may also be published in the event [Telegram Group](#)

A3. Signals Made Ashore

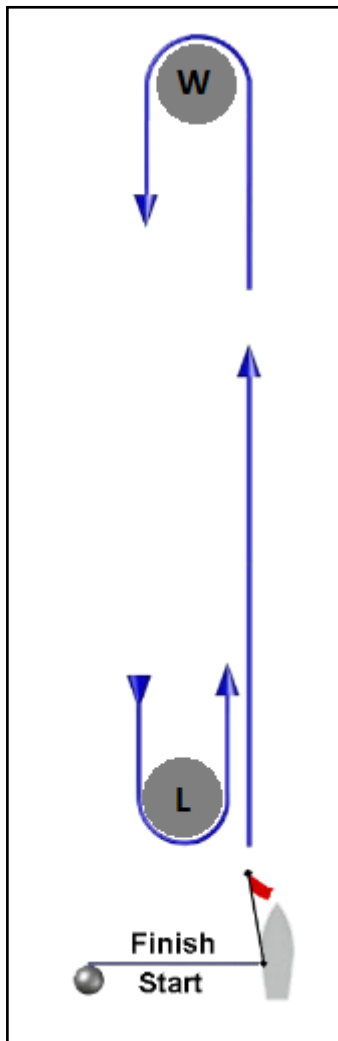
A3.1. Signals made ashore will be displayed on the flag pole on the river side of the Club building

A3.2. When flag AP is displayed ashore the warning signal will be made not less than sixty minutes after removal. This changes race signal AP.

A4. Racing Area

A4.1. The racing area will be in the Central Solent or Southampton Water.

Attachment 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 shortly after the warning signal as per SI 8.5; or changed by a coloured shape as displayed according to SI 7.2.

C3.1. The colours and matched shape available for the Windward Mark and shapes to be displayed are as follows

Mark Colour	Shape
Orange	Ball (Orange)
Black	Cylinder (Black)
Blue	Cone (Blue)

C3.2. Where practical, the Race Committee may remove any unused Windward Marks; failure to do so will not be grounds for redress; this changes RRS 60.1(b).

C4. The Leeward Mark will be Grey.

C5. The Starting and Finishing mark will be White.

Attachment L - Boat Rules and Permitted Actions

A breach of the following rules may result in a penalty initiated by an umpire in accordance with Series Attachment UF.

L1 Actions Prohibited at All Times

The following actions are prohibited at all times, unless permitted by SI L2:

L1.1 Rules Specific to the boats being used in this event

- (a) Except for momentary sail handling and/or repair needs, crew shall remain aft of the mast while on deck.
- (b) When cockpit safety lines or stern rails are fitted, crew shall not stand or lean out over the cockpit safety lines or stern rails, such that their torso is outside the line extending vertically from them, other than to make temporary repairs or correct problems.
- (c) The use of halyards, non-working sheets and spinnaker twinning lines for hiking.
- (d) Using the boom, shrouds (including any inner shrouds) above the turnbuckle, mast, stanchions, cockpit safety lines or stern rails, to facilitate tacking, gybing, or steering.
- (e) Extending the bowsprit except when the spinnaker is being set, is set, or is being retrieved, the bowsprit shall be retracted at the first reasonable opportunity after the retrieval.
- (f) Using a reef line as an outhaul.
- (g) Omitting any headsail car or turning block.

L1.2 General Rules applicable to all boats

- (a) Passing head to wind with the head of the spinnaker above the gooseneck.
- (b) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted.
- (c) Adding to, omitting, or altering the equipment supplied; including but not limited to cutting or shortening of any sheets, control lines or other running rigging.
- (d) The removal or replacement of any equipment without the consent of the Race Committee.
- (e) Sailing the boat in a manner that it is reasonable to predict would cause damage.
- (f) Moving equipment from its normal stowage position except when being used.
- (g) Boarding a boat without the consent of the Race Committee.
- (h) Taking a boat from its berth or mooring without the consent of the Race Committee.
- (i) Hauling-out or cleaning surfaces below the waterline.
- (j) Marking directly on the hull or deck with ink.
- (k) Perforating sails, even to attach tell tales.
- (l) The use of any equipment for a purpose other than that intended.

L2 Permitted Actions

Notwithstanding SI L1, the tools and equipment in SI L2.1 may be taken on board and the actions in SI L2.2 are permitted.

L2.1 The following tools or equipment may be taken on board:

- (h) Safety knives, each with retractable blade or sheath
- (i) Basic hand tools
- (j) Electrical tape
- (k) Rope (elastic or otherwise) of 4mm or less
- (l) Marking pens
- (m) Tell tale material
- (n) Watches and timers
- (o) Shackles and clevis pins
- (p) Velcro tape

L2.2 The following are permitted tasks:

- (a) Any action considered necessary for the safety of the crew
- (b) Changing the number of purchases for the mainsheet
- (c) Preventing fouling of lines, sails and sheets
- (d) Attaching tell tales
- (e) Preventing sails being damaged or falling overboard
- (f) Making minor repairs and permitted adjustments.