



2025 CUMBERLAND CUP

Royal Thames Yacht Club at Queen Mary Reservoir

SAILING INSTRUCTIONS

15th to 17th May 2025

1. RULES

- 1.1. The event will be governed by the *rules* as defined in *The Racing Rules of Sailing* (RRS), including Appendix D.
- 1.2. RRS 40.1 shall apply at all times while afloat or on a pontoon.
- 1.3. The right of appeal will be denied in accordance with RRS 70.3(b)
- 1.4. RRS D1.1(d) will apply, arm signals are required.
- 1.5. Appendix D – Team Racing Rules is changed as follows:
 - (a) RRS D1.2(a): Add “(4) not protest for a breach of a sailing instruction annotated [NP].”
 - (b) RRS D1.3(a) first sentence is replaced with: “When a boat may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while racing, but after the starting signal, she may take a take a penalty as follows:
 - i. When on a leg of the course to mark 1 or to the finishing line, she shall gybe;
 - ii. When on a leg of the course other than as described in SI 1.6(b)i she shall tack;
 - iii. If the incident occurs while racing, but prior to the starting signal, she shall gybe.
 - iv. For the purposes of this rule, a boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark, or start line, through the mark she is rounding, or on the last leg when she finishes.
 - (c) RRS D2.1(b) Replace “red flag” with “flag Y”.
 - (d) RRS D2.3(d): Add “The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage”.
 - (e) RRS D2.3 Penalties Initiated by an Umpire: Add “(h) fails to comply with any ‘Prohibited Items or Actions’ in SI Addendum C.”
 - (f) RRS D2.5 Penalties Imposed by Umpires: In the first sentence, replace the words “Two-Turns” with “One-Turn”.

2. CHANGES TO THE SAILING INSTRUCTIONS

- 2.1. Changes to these Sailing Instructions (SI) will be posted on the official notice board not less than 10 minutes before the warning signal for the first race affected.
- 2.2. Changes to these SI’s may be made afloat and communicated verbally and will be effective immediately.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board located at <https://events.ksail.co.uk/RTYC/2025/CumberlandCup/>
- 3.2. Signals made ashore will be displayed from the mast aboard the committee vessel when it is docked at the pontoon. When signal AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 15 minutes’. This changes Race Signal AP.

4. FORMAT AND SCHEDULE

- 4.1. The intended format is as follows:
 - (a) Stage 1: Round Robin(s), with scoring as per Addendum J – Win Points Scoring.
 - (b) Stage 2: Round Robin(s) in Groups, with scoring as per Addendum J – Win Points Scoring.
 - i. Gold Group: The teams ranked 1st to 4th from Stage 1.
 - ii. Silver Group: The teams ranked 5th to 9th from Stage 1.
 - (c) Stage 3: Knockouts
 - i. Final – First to two wins
The final will be between the teams ranked 1st and 2nd from Stage 2 - Gold Group.
- 4.2. The Race Schedule and boats to be used will be published on the Official Noticeboard.

5. THE COURSE

- 5.1. The course will be a port square as described in Addendum D and shall not be shortened.

5.2. Unless a boat is on the leg that it terminates, the race committee may move a mark at any time. RRS 33 is deleted.

5.3. Exclusion Zones [NP]

- (a) Several yellow buoys are laid near the racing area marking the anchors of dredgers operating on the reservoir, the pump out station, and the shallows around the Bund.
- (b) At any time when sailing, no part of a boat's hull shall cross a straight line between any two adjacent yellow buoys, or a line perpendicular to the shore and a nearby yellow buoy. These areas are designated as *obstructions*.

6. MARKS

- 6.1. The start and finish marks will be dan buoys. All other marks will be orange inflatable buoys.
- 6.2. 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. This Changes RRS31

7. SAIL CONFIGURATION LIMITATIONS

- 7.1. At or before the Warning Signal, the sail combination to be used will be displayed on the signal vessel, the signals will have the following meanings.

Signal	Meaning
No Signal	All sails may be used
R	Boats shall race with a single reef in the mainsail
K	Spinnakers shall not be used.

8. THE START

- 8.1. The number of the next race to start will be displayed on the starting vessel from before, or promptly after, the warning signal until the starting signal.
- 8.2. Races shall 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 changes RRS 26.

Minutes before Starting Signal	Visual Signal	Sound Signal	Meaning
3	Flag T Displayed	One	Warning
2	Flag P Displayed	One	Preparatory
1	Flag P Removed	One Long	One-Minute
0	Flag T Removed	One	Starting Signal

- 8.3. The starting line will be between a staff displaying an orange flag on the RC signal boat and the course side of the nearby starting mark.
- 8.4. Attention may be drawn to an imminent warning signal by a series of short sound signals and/or transmission on UHF Radio.
- 8.5. When the starting signal is also the warning signal for the next race, flag T will remain displayed.
- 8.6. When a boat is subject to RRS 29.1, Flag 'X' need not be displayed for longer than one minute after the starting signal. The RC may attempt to hail the number(s) of boats identified, failure to make or hear a hail will not be grounds for redress. This changes RRS 29.1.

9. THE FINISH

- 9.1. The finishing line will be between a staff displaying a blue flag on the committee vessel and the course side of the nearby finishing mark.

10. ABANDONMENT

- 10.1. A boat may not request redress for a decision to abandon under RRS 32. This changes RRS 61.1(a).
- 10.2. To abandon an individual race in progress, Flag N may not be flown but the RC may request the umpires in the relevant race to communicate the decision to abandon verbally. This changes RRS 32.3 and Race Signals.
- 10.3. The race time limit shall be 20 minutes.
- 10.4. The last sentence of RRS 35 is changed to: If no boat sails the course within the race time limit, the race committee **may** abandon the race.
- 10.5. When a race has been abandoned and the result would not affect which teams qualify for a further stage, the race committee may choose not to re-sail the race.

11. PROTEST AND REDRESS REQUESTS

- 11.1. Protests and requests for redress that have not been decided afloat shall be notified to the race office within 10 minutes after the relevant incident or, if the incident is afloat, within 10 minutes after coming ashore.
- 11.2. The protest committee will be appointed by the Chief Umpire or flight lead umpire as appropriate. This changes RRS 91(a).
- 11.3. RRS 63.7 (b) & (c) are deleted.
- 11.4. Any boat that commits a breach of sportsmanship, including dissent as described in Team Race Call M8, may have their actions reported to the protest committee. If the protest committee decides that RRS 2 was broken, they may penalise the relevant team and/or disqualify them from advancing to the next stage of the event. In addition, the protest committee may initiate proceedings under RRS 69.

12. BREAKDOWNS

- 12.1. RRS D5.2: Replace “red flag” with “flag L”.
- 12.2. Competitors are responsible for inspecting their assigned boat before each race for possible breakdowns and missing equipment. Discrepancies must be reported to the race committee or bosun immediately.
- 12.3. Before the warning signal of it’s next 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 it’s next start. The boat shall proceed as soon as possible to a position off the starboard bow of the signal vessel and remain there unless otherwise directed.

END

Addendum B – Penalties for damage resulting from contact between boats racing

Addendum C – Rules for Handling Boats

Addendum D – Course Diagrams

Addendum H – Scoring HLS

Addendum J – Win-Points Scoring

ADDENDUM B - PENALTIES FOR DAMAGE RESULTING FROM CONTACT BETWEEN BOATS RACING.

The umpires may impose a penalty for breaking RRS 14 without a protest hearing, unless a boat involved in the incident boat requests a hearing, in which case the umpires shall report the incident to the protest committee. If it has good reasons to do so, the protest committee may impose a greater penalty than what the umpires determined was appropriate. This Addendum explains how damage will be assessed and prescribes the appropriate penalty level. There are several things we are trying to achieve with damage penalties:

Minimize damage to keep costs down and avoid delays while boats are repaired.

Ensure that penalties fit the breach and are consistent.

Damage Levels

Level	Effect	Race Penalties Round Robin	Knock Out Series
Level A Minor Damage	Boat may race without repair although minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. <i>For example: No taping is required.</i>	No Penalty	½ race win
Level B Damage	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work. <i>For example: taping is required before the boat can continue to sail.</i>	½ race win	1 race win
Level C Major Damage	The boat cannot continue to race that day or requires more than 3 hours of work.	1 race win	2 race wins

Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. Any penalties are deducted from one boat's or both boats' team's total race wins for the round-robin or knock-out stage in which the damage occurred. If both boats are given the same penalty in a race during a knock-out stage, the penalties are offsetting and will be disregarded for scoring purposes.

Damage Costs

Any charges for damage are a matter for the Organizing Authority and are not related to and do not affect any race win penalties imposed by the Umpires or Protest Committee.

ADDENDUM C – RULES FOR HANDLING BOATS [NP]

1. GENERAL

- 1.1. While all reasonable steps are taken to equalize, variations in the boats will not be grounds for redress. This changes Rule 61.4(b)
- 1.2. Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule and without interfering with any race in progress.

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:

- (a) The use of electronic instruments other than watches;
- (b) Moving the mast blocks;
- (c) The use of the shrouds (including any inner shrouds) or the boom, to facilitate tacking or gybing by aiding the projection of a crew member outboard;
- (d) Using the spinnaker pole to wing out the jib;
- (e) Sitting with leg(s) outboard of the boat;
- (f) The use of halyards, non-working sheets and spinnaker twinning lines for hiking.
- (g) Omitting any headsail car or turning block.
- (h) Sailing in an area designated as an exclusion zone (SI 5.3);
- (i) Having the head of the spinnaker above the main boom gooseneck when tacking;
- (j) Using tape to mark halyards.
- (k) Changing the number of purchases in either the main or jib sheet
- (l) Using the spinnaker twinning lines to facilitate hiking;
- (m) the addition of any tape or other material to the spinnaker or jib halyard other than where it attaches to the sail;
- (n) Hoisting or lowering the spinnaker from anywhere other than a cockpit locker;
- (o) The use of the spinnaker pole stowage loop on the boom for controlling the position of the boom;
- (p) The use of any equipment for a purpose other than that intended or specifically permitted.

2.2. Actions subject to protest by the RC or the PC

- (a) Any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging;
- (b) The replacement of any equipment without the sanction of the RC;
- (c) Sailing the boat in a manner that it is reasonable to predict would cause significant damage;
- (d) Taking a boat without permission from its berth or mooring without having paid the required Damage Deposit or having permission from the RC, or while AP is displayed ashore;
- (e) Marking directly on the hull or deck with permanent ink;
- (f) Perforating sails, even to attach tell tales;
- (g) The use of any equipment for a purpose other than that intended or specifically permitted;
- (h) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted.
- (i) Moving equipment from its normal stowage position except when being used.
- (j) Hauling-out or cleaning surfaces below the waterline.

3. PERMITTED ITEMS AND ACTIONS - The following are permitted:

3.1. Taking on board the following equipment:

- (a) basic hand tools; electrical tape; line (elastic or otherwise of 4 mm diameter or less); tell-tale material; watches and timers; shackles and clevis pins; velcro tape

3.2. Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets; attach tell tales; prevent sails being damaged or falling overboard; mark control settings; make minor repairs and permitted adjustments

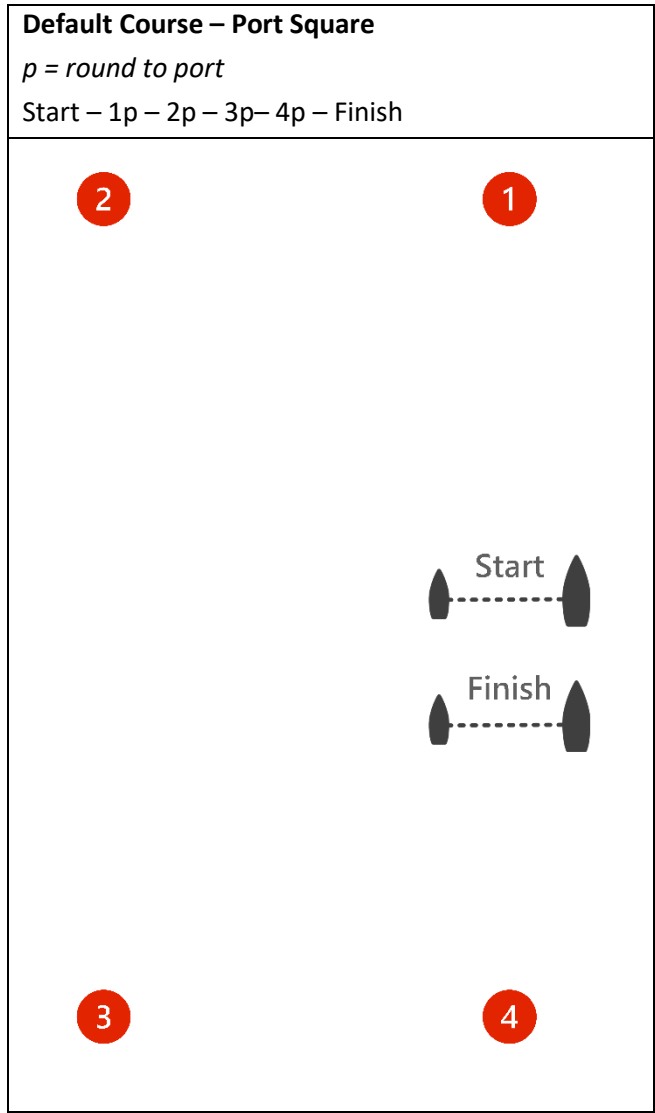
3.3. Using lazy sheets and active control lines for the purpose of hiking normally. This changes RRS 49.1

4. MANDATORY ITEMS AND ACTIONS - The following are mandatory:

4.1. At the end of each sailing day:

- (a) rolling, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day, including removing all trash.
- (c) complying with the directions posted on the boats or given by the OA.

4.2. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.



ADDENDUM H - HLS SCORING

- H1 Teams for each race will be selected randomly. A team will not sail any other team more than once in a stage.
- H2 If the full round robin has been completed, teams shall be ranked on the basis of RRS D4.3(a) and ties broken using RRS D4.4.
- H3 If the full round robin has not been completed, teams shall be ranked in order of their percentages of races won. RRS D4.3(b) is deleted, and RRS D4.4 is changed to:
 - (a) Ties shall be broken in the following order in favour of:
 - (1) if all tied teams have met, the number of races won when they met, highest first;
 - (2) if all tied teams have met, the total points scored when they met, lowest first;
 - (3) the average points per race scored by each tied team in all its races, lowest first;
 - (4) the average of the percentage wins of teams that each tied team beat, highest first;
 - (5) the average of the average points scored in all races by teams that each tied team beat, lowest first;
 - (6) a sail-off if possible, otherwise a game of chance.
 - (b) If a tie is partially resolved by one of the above, then the remaining ties shall be broken by starting again at D4.4(a)(1).
 - (b) If a tie is partially resolved by one of the above, then the remaining ties shall be broken by starting again at D4.4(a)(1).
- H4 If a team is penalised under D3.3(a), the penalty is changed to include 6 points per full win penalty, added to the team's overall score. This changes RRS 60.5(b).

ADDENDUM J – WIN POINTS SCORING SYSTEM

The following Win-Points scoring is based on some of the concepts used in the standard Match Racing scoring rules and updated for Team Racing.

- J1 RRS D4.3(b) is deleted.
- J2 If, when the stage is terminated, not all teams have sailed all other teams at least once, teams shall be ranked on the basis of the Addendum for HLS.
- J3 If, when the stage is terminated, all teams have raced all other teams the same number of times, teams shall be ranked on the basis of the first sentence of RRS D4.3(a) and ties will be broken using D4.4(a).
- J4 If, when the stage is terminated, all teams have raced all other teams at least once, but not all teams have raced all other teams the same number of times, the following rules shall apply:
 - (a) One win-point shall be available for all the races sailed between any two teams, as follows:

Number of races completed between any two teams	Points for each win
1	One win-point
2	Half win-point
3	A third of a win-point (etc.)

- (b) Teams shall be ranked on the basis of the first sentence of RRS D4.3(a) with 'race wins' replaced by 'win-points'
- (c) Ties shall be broken using RRS D4.4(a)
- (d) Race Win Penalties issued in accordance with RRS D3.3(a) and/or SI Addendum B are converted to win-points as follows:

Minimum number of races completed between any two teams	Points for each win
1	One win-point
2	Half win-point
3	A third of a win-point (etc.)

for other penalties this is apportioned pro-rata e.g. half a race win is half that given above.