



QUEEN MARY
SAILING CLUB

UK Business School Cup

3rd - 4th October 2026

SAILING INSTRUCTIONS

1. Rules

- 1.1. Keeping Clear: Boats shall keep clear of barges and motor vessels that are restricted in their ability to manoeuvre. When a boat finds herself unable to keep clear of such a vessel she may use propulsion, such as paddling or rocking, provided she does not gain a significant advantage in the race RRS 42.3.
- 1.2. These Sailing Instructions change RRS 26, 29.1, 35, 61.4(b)(1), 61.2, A4, A5, G3 and Race Signals.
- 1.3. NoR Appendix UF change RRS 7, 14, 17, 20, 28.2, 31, 44.1, 44.2, 60.2(a)(1), 60.5(c), 61.4(b), 63.7(b), 70.
- 1.4. The event will be sailed in provided 6 metre keelboats with asymmetric spinnakers and not fitted with lifelines.. There are no class rules. RRS G3 shall apply.
- 1.5. 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 phone.
- 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 online using the Online Official Noticeboard. 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 61.4(b).
- 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 61.4(b)
- 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 Mark 1, the Race Committee may signal a change to the use, or otherwise of spinnakers by displaying either of the following signals, accompanied with repetitive sounds.

Signal	Meaning
NN 9	Spinnakers may be used in the remainder of the race
NN 3	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 Mark 2. 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 Mark 1. This changes RRS 33.

8. The Start

- 8.1. The starting line is between an orange staff on the Race Committee Boat at the starboard end and the course side of the port end starting mark; an orange flag will not be displayed, this changes RRS Race Signals, Orange Flag.
- 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	G 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 of Mark 1 is to be used. The colours and shapes which may be used are listed in SI C3.2. This will be displayed between the preparatory and 1-minute signals.
- 8.6. The second sentence of RRS 29.1 is changed to: The flag (X) shall be displayed until the hull of each such boat has been completely on the pre-start side of the starting line or one of its extensions but no later than one minute after the starting signal.
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 61.4(b).
- 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 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 A5.

9. The Finish

- 9.1. The finishing line will be between an orange staff on the Race Committee Boat at the starboard end and the course side of the port end starting mark; a blue flag will not be displayed, this changes RRS Race Signals, Blue Flag
- 9.2. The time limit for each race is 25 minutes.
- 9.3. Boats that start and are still racing five 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 61.4(b).

10. Breakdowns

- 10.1. Crews are responsible for inspecting their boats before racing.

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- 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 61.4(b).
- 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

Event Programme

Date	Event (& Notes)	Time(s)
Saturday 3 rd , October	Registration (The Bar beside reception)	0830
	Competitor Briefing (Balcony front of Clubhouse)	0900
	First Warning Signal will not be before	0957
	Last Warning signal at approximately	1600
Sunday 4 th , October	Dock Out for First Race	0845
	First Warning Signal will not be before	0927
	Last Warning signal at approximately	1500
	Prize Giving	ASAP

A1 Event Specific Rules and Byelaws

A1.1. The following local Rules will also apply:

- (a) All persons must at all times whilst afloat, on the pontoons or on the sloping banks of the reservoir wear a personal flotation device ("PFD"), appropriate to their weight. A wet suit or dry suit does not constitute a PFD.
- (b) Bye-law 14 - Parking: teams associated with cars parked on the upper (clubhouse) level during a race will be disqualified from that race without a hearing. This changes RRS 63.1 and A5.1 in RRS 2021 – 2024 and RRS 61.1 and A5.1 in RRS 2025 - 2028
- (c) Dogs (with the exception of assistance dogs) and other animals are strictly prohibited anywhere on the Club premises.
- (d) All local byelaws found in NoR 1.2

A1.2. The following areas are defined as obstructions:

- (a) At the recovery plant on the western wall of the reservoir, the area bounded by the dredger's anchor buoys;
- (b) At the southern end of the bund, the shallows bounded by yellow or orange buoys, and the area bounded by the dredger's anchor buoys;
- (c) If a dredger is at any time located somewhere on the reservoir other than as described in (a) and (b) above, the area bounded by its anchor buoys;
- (d) At the outlet at the north-east corner of the reservoir, the area bounded by round yellow buoys.

A1.3. Additional Local Considerations:

A2 Notices to Competitors

A1.4. Notices to Competitors will be posted

- (a) on the Online Official Notice Board at <https://events.ksail.co.uk/2026/BKLQueenMary/>

A3 Signals Made Ashore

A1.5. Signals made ashore will be displayed on the clubhouse flagpole.

A1.6. When flag AP is displayed ashore the warning signal will be made not less than 15 minutes after removal. This changes race signal AP.

A4 Racing Area

A1.1. Queen Mary Reservoir

Attachment C – Course

C1. The course diagram and table show the course, the order in which marks are to be passed, and the side on which each mark is to be left.

Mark Rounding Order
Start – 1 – 2 – 1 - Finish

C3.1. Marks 1 and 2 are rounding marks

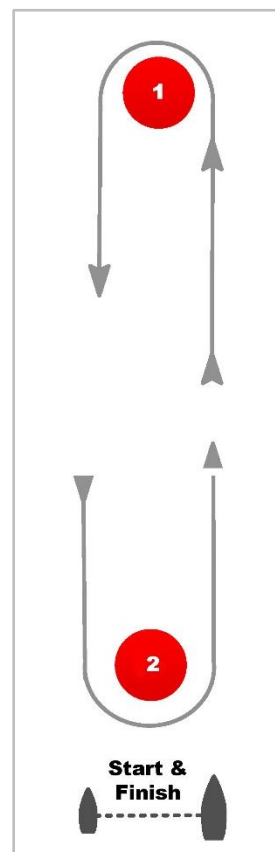
C3.2. The colours and matched shape available for mark 1 and shapes to be displayed are as follows

Mark 1 Colour	Shape
Orange	Ball (Orange)
Black	Cylinder (Black)
Blue	Cone (Blue)

C3.3. Where practical, the Race Committee may remove any unused marks; failure to do so will not be grounds for redress; this changes RRS 61.4(b).

C3.4. Mark 2 will be Grey.

C3.5. The Starting and Finishing mark P 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) No crew may have their legs outboard of the gunwale.
- (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.
- (h) Sailing in an area defined as an obstruction in Attachment A
- (i) The use of electronic instruments other than watches;
- (j) 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 by aiding the projection of a crew member outboard;
- (k) Having the head of the spinnaker above the main boom gooseneck when tacking;
- (l) Changing the number of purchases in either the main or jib sheet;
- (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 the companionway launch bag;
- (o) The use of any equipment for a purpose other than that intended or specifically permitted.

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:

- (p) Safety knives, each with retractable blade or sheath
- (q) Basic hand tools
- (r) Electrical tape
- (s) Rope (elastic or otherwise) of 4mm or less
- (t) Marking pens
- (u) Tell tale material
- (v) Watches and timers
- (w) Shackles and clevis pins
- (x) Velcro tape

L2.2 The following are permitted tasks:

- (a) Any action considered necessary for the safety of the crew

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- (b) Preventing fouling of lines, sails and sheets
 - (c) Attaching tell tales
 - (d) Preventing sails being damaged or falling overboard
 - (e) Making minor repairs and permitted adjustments.