Hot Rum 1

Random Pairs Team Racing

SAILING INSTRUCTIONS

7th November 2026

Royal Thames Yacht Club
At Queen Mary Reservoir

Updated on 05.11.2026

The Organising Authority (OA) is the Royal Thames Yacht Club.

The notation [NP] in a rule means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1.

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 all times while afloat or on a pontoon.
1.3. RRS D2, Umpired Races, will apply.
1.4. All competitors are considered 'Users' of Queen Mary Sailing Club (QMSC) and therefore are subject to their byelaws. The QMSC byelaws can be located at https://www.queenmary.org.uk/club/club-documents/.
1.5. The RYA Racing Charter is in effect and competitors are expected to sail in compliance with it. The charter can be found on the RYA website at www.rya.org.uk/racing/rules.

2. CHANGES TO SAILING INSTRUCTIONS

2.1. Changes to the sailing instructions (SI) made ashore will be posted no later than 30 minutes before the first warning signal on the day they will take effect, except that any changes made to the race schedule will be effective immediately and will be communicated verbally by the Race Committee (RC).
2.2. In accordance with RRS 90.2 (c), any change to the SI made afloat will be signalled by the display of Flag Lima with one sound signal. The RC or umpires may communicate these changes either verbally or in writing.

3. COMMUNICATION WITH COMPETITORS

3.1. Notices to competitors will be posted on the Official Notice Board (ONB): RTYC Hot Rum 1
3.2. On the water, the race committee intends to monitor and communicate with competitors on UHF radio. The channel will be announced at the competitors' briefing on race days.
3.3. 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 20 minutes'. This changes Race Signal AP.

4. BOATS

4.1 Boats will be identified by the coloured sail numbers.

5. CODE OF CONDUCT

5.1 [NP] Competitors and support persons shall comply with reasonable requests from race officials.

6. SCHEDULE

6.1. Race Schedule

	Saturday **7th November 2026**
Registration	0830
Competitors' Briefing	0900
First Warning Signal	0957
No warning signal after	1600
Prize giving ceremony	1630

7. FORMAT

7.1 It is the intention of the RC to sail as many round robins/ races as possible for all competitors until a cut of time of 16.00 for the last start.

8. SAIL CONFIGURATION LIMITATIONS

8.1. At or before the warning signal of a race, the following visual signal may be used to indicate which sails are to be used for that race and any subsequent races until lowered. If no visual signal is displayed, it shall mean to use of all sails is permitted. This decision will also be communicated via the UHF radios.

Visual Signal	**Means**
K	Spinnaker prohibited

9. THE COURSE

9.1 The default course is a port box – all marks to port. A course diagram is provided in Addendum D

9.2 Courses will not be shortened.

9.3 The RC may change a leg of the course that begins at a rounding mark by changing the position of the next mark or the finishing line. Subsequent legs may be changed to maintain the course configuration. There will no visual or audible signals for a course change. This changes RRS 33 and Race Signal S.

9.4 Course limits

i. [NP] Several concrete buoys are laid near the racing area marking the anchors of dredgers operating on the reservoir. In addition, part of the bund dividing the east and west sections of the reservoir has been removed, down to below the current water level. The line of the former bund between the dredger and the remaining part of the bund is marked by pillar buoys on both the east and west sides. No part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys marking the perimeter of either the dredger or the bund. These areas are designated as exclusion zones.

ii. The imaginary lines that are created between these buoys are designated as obstructions.

10. MARKS

10.1. The start and finish mark will be a dan buoy. All other marks will be orange inflatable buoys.

11. THE START

11.1 Races shall be started using RRS 26 with the warning signal given at 3 minutes.

11.2 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.

11.3 In addition to RRS 29.1, the race committee will attempt to hail On Course Side (OCS) boats. Failure to execute this hail, the order or timing of hails, or the failure to receive a hail shall not relieve a boat of her sole obligation to start properly, nor shall it constitute an improper action or omission of the race committee under RRS 61.4(b)

12 THE FINISH

12.1 The finishing line will be between a staff displaying an orange flag on the committee vessel and the course side of the nearby finishing mark. This changes race Signals - Blue Flag.

13 ABANDONMENT

13.1 If the RC abandons a race, it will be signaled orally by the RC and/or umpires. This changes RRS 32.1 and Race Signals. Abandoned races may be re-sailed and if so, a new warning signal may be made as soon as practical.

14 PENALTY SYSTEM

14.1 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,

14.2 For breaches of any rule, other than a rule of RRS Parts 1 and 2 or specified in the rule itself, the penalty may, at the discretion of the Protest Committee, be less than disqualification.

15 SCORING

15.1 Each boat from the winning team in a race will be awarded one race win.

15.2 A boat's series score shall be calculated as the percentage of races won.

15.3 If the tied boats have all sailed each other at least once, the tie shall be broken in the order below:
(1) percentage of races won in all races between the tied boats, highest first;
(2) average team points per race in all races between the tied boats, lowest first;
(3) if two boats remain tied, the winner of the last race between them;
(4) average team points in all races, lowest first;
(5) if the tie needs to be broken, a game of chance.

15.4 The boat with the highest percentage score shall be declared the winner.

15.5 Pairings – these will be provided at registration and will be posted on the K Sail ONB.

16 PRIZES

16.1 The top three teams will be presented with prizes

 # # # END # # #

Addendum A – WhatsApp Group Join Link
Addendum B – Changes to RRS Appendix D – Team Racing
Addendum C – Penalties for damage resulting from contact between boats racing
Addendum D – Rules for Handling Boats
Addendum E – Course Diagrams

ADDENDUM A

COMPETITORS WHATSAPP GROUP
https://chat.whatsapp.com/GdVi2aUgfMh0EYRVpIIc53

ADDENDUM B

Changes to RRS Appendix D – Team Racing

Protest and Requests for Redress

A.1. RRS D1.1(d) shall apply. Arm signals are required.

A.2. RRS D1.2(a): Add “A boat may not protest for a breach of RRS 47.”

A.3. D1.2(c) is deleted and replaced with: “A boat intending to request redress for an incident in the *racing* area, or protest for an alleged breach of a rule other than a rule of RRS Part 2, 31 or 42, shall, at the first reasonable opportunity after she finishes, inform the race committee at the finishing line of her intent to protest or request redress and, when applicable identify the protested boat.”

A.4. Add new D1.2(h): “If the protest committee decided that a breach of a rule, other than a rule if RRS Part 2, has had no significant effect on the outcome of a race, it will make any arrangement it decides is equitable, which may be to request that the race committee abandon and re-sail the race or impose no penalty.”

A.5. 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:

a. When on a leg of the course to mark 1 or to the finishing line, she shall gybe;

b. When on a leg of the course other than as described in SI A5.a, she shall tack.

c. If the incident occurs while racing, but prior to the starting signal, she shall gybe.

d. A boat completes a leg of the course when any part of her hull crosses the extension of the line from the previous mark through the mark she is rounding, or on the last leg when she finishes.

Protests by Boats

A.6. RRS D2.2(a) Replace “red flag” with “flag Y”.

A.7. RRS D2.2(c) is changed to read: “An umpire shall decide whether to penalize any boat that broke a rule, is not exonerated, and did not take an appropriate penalty.”

A.8. RRS D2.2(d) is deleted.

Penalties Initiated by an Umpire

A.9. RRS D2.3(d): Add “The umpires may decide that any hard contact (contact between hulls and/or rigs) is damage for the purposes of initiating a penalty. In addition, when there is damage, two race umpires together with another umpire may determine that a race-win penalty as prescribed in Addendum C is warranted for one or more boats without a protest hearing. The boat(s) that broke RRS 14 shall be informed as soon as practicable about the damage level and any penalty (or penalties) that will be imposed. Only at the time of being so informed may the boat request a hearing. If the boat requests a hearing, the umpires shall report the incident to the protest committee, which shall act under D3.1(e)(3) and may decide to impose a greater penalty. If no hearing is requested, the umpires shall impose the penalty (or penalties) by reporting it to the race committee. RRS D2.6 applies to this decision.”

A.10. RRS D2.3 Add "(h) fails to comply with any ‘Prohibited Items or Actions’ in Addendum D.”.

Penalties Imposed by Umpires

A.11. RRS D2.5 is changed to read: “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 than number of One-Turn penalties.

Breakdowns when boats are supplied by the organizing authority.

A.12. RRS D5.2 replace the word “red” with “flag L”.

A.13. RRS D5.3 and D5.4 replace the words “race committee” with “protest committee” in both rules.

ADDENDUM C

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**	**Penalties**
Level A Minor Damage	Boat may race without repair although minor surface work may be required after the event. *For example: No taping is required.*	No Penalty
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. *For example: taping is required before the boat can continue to sail.*	½ race win
Level C Major Damage	The boat cannot continue to race that day.	1 race win

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 deductions from damage deposits 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.

[NP][DP] ADDENDUM D – HANDLING OF BOATS

1. GENERAL

1.1. While all reasonable steps are taken to equalize the boats, variations in the boats will not be grounds for redress. This changes RRS 62. 1(a).

1.2. Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

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. Adjusting or altering the tension of standing rigging, excluding the backstay;
d. 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;
e. Using the spinnaker pole to wing out the jib;
f. Sitting with legs outboard of the boat;
g. The use of the spinnaker pole stowage loop on the boom for controlling the position of the boom;
h. Sailing in an area designated as an exclusion zone;
i. Having the head of the spinnaker above the main boom gooseneck when tacking;
j. Launching or recovering the spinnaker from the companionway;
k. Using tape to mark halyards.

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

a. The use of any equipment for a purpose other than that intended or specifically permitted;
b. Sailing the boat in a manner that it is reasonable to predict would cause significant damage;
c. Any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging;
d. The replacement of any equipment without the permission of the RC;
e. Boarding or 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;
f. Marking directly on the hull or deck with permanent ink;
g. Perforating sails, even to attach tell tales.

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

3.1. Taking on board the following equipment:

a. basic hand tools
b. electrical tape but not duct tape
c. line (elastic or otherwise of 4 mm diameter or less)
d. tell-tale material
e. UHF radio, watches and timers
f. shackles and clevis pins/split rings/cotter pins
g. spare flags

3.2. Using the items in 3.1 to:

a. prevent fouling of lines, sails and sheets
b. attach tell tales
c. prevent sails being damaged or falling overboard
d. make minor repairs and permitted adjustments

3.3. Fixing a spinnaker sheet catcher at the box, providing that it does not extend the length of the boat more than 100mm and does not require any repair or maintenance after removal.

3.4. Changing the number of mainsheet or jib sheet purchases.

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

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

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

4.2. At the end of each sailing day:

a. rolling, bagging and placement of the sails as directed

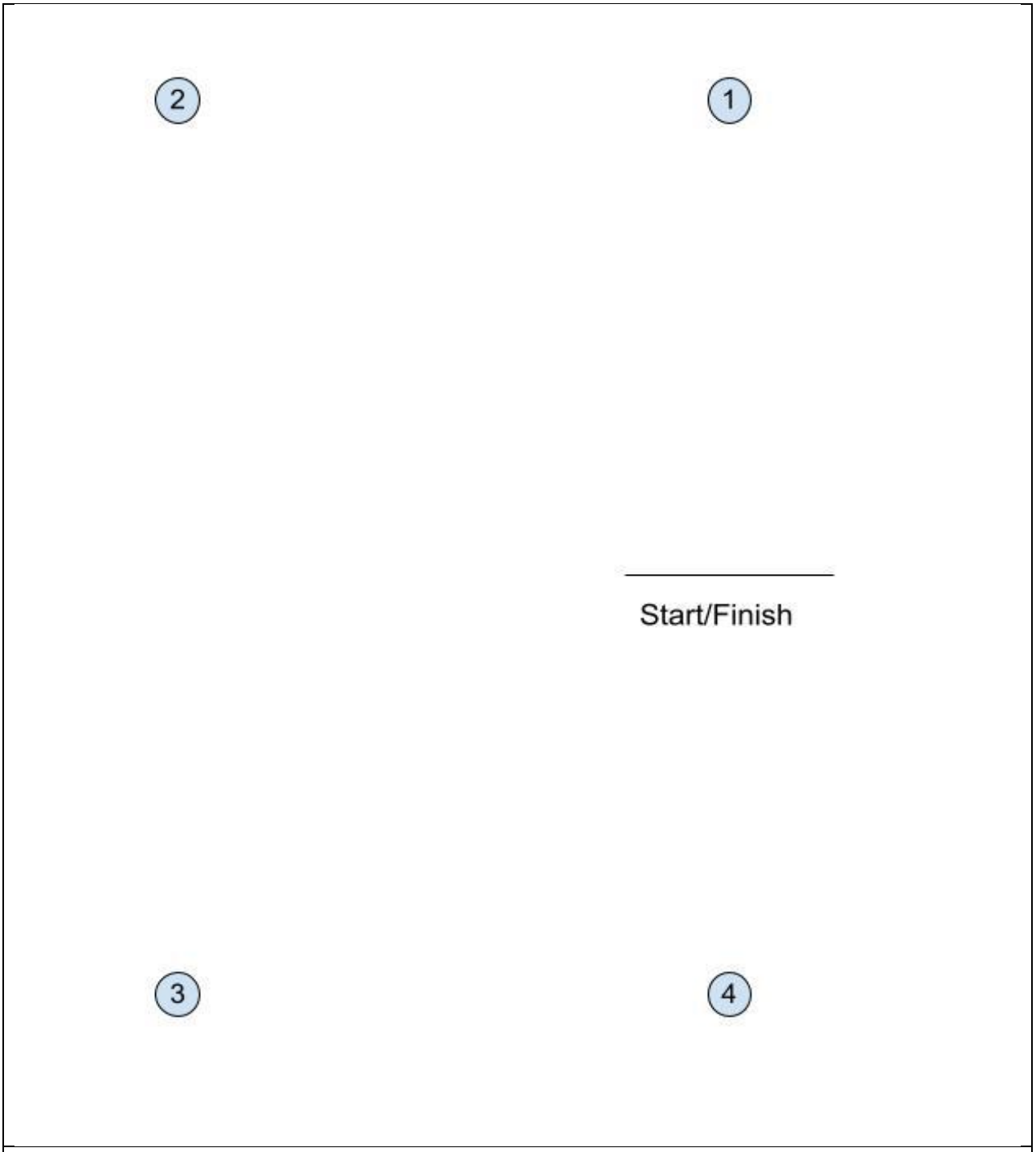
b. leaving the boat in the same state of cleanliness as when first boarded that day, including removing all trash.

c. Releasing backstay tension

d. complying with the directions posted on the boats or given by the OA.

ADDENDUM D

COURSE DIAGRAM



Course 1: Start – 1 – 2 – 3 – 4 – Finish