Ulster Schools Team Racing Championship 2026

Royal North of Ireland yacht Club (RNIYC)

Saturday 7th November 2026

SAILING INSTRUCTIONS

1 Rules

1.1 Racing will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules. Competitors should note that the current version of rule D1.2(a)(1) concludes: '… contact between boats on the other team'.

1.2 Add to RRS D2.3 "(g) breaks SI 6.1, A2.4 or a rule in SI Addendum L (if applicable)". Breaches of these rules may therefore be penalised by the umpires without a protest.

1.3 Addenda A, B and C to these Sailing Instructions (SIs) always apply. Other addenda apply only when stated in SI A4 (Format Code) or A5. Green text is for guidance only.

1.4 The right of appeal is denied in accordance with RRS 70.3(b).

2 Eligibility and Registration

2.1 After registration, a team member may only be changed with the prior written approval of the race committee, which will only be given when the team member is unexpectedly unable to sail.

3 Communication with Competitors

3.1 Notices to competitors will be posted on the Official Noticeboard (ONB). SI A3.2 states where signals made ashore will be displayed or communicated.

3.2 Changes to these SIs will be posted on the ONB not less than 10 minutes before the warning signal of the first race affected.

4 Event Format and Schedule of Races

4.1 The intended format of the event is described in SI A4.

4.2 The schedule of races will be displayed on ksail. Any changes, and schedules for subsequent races, will be displayed not less than 10 minutes before the start of those races.

4.3 Every race will be assigned a race number in the race schedule.

4.4 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. The race committee may at any time postpone a race and reschedule it at a later time.

4.5 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.

5 Starting Signals, Starting Marks and Finishing Marks, Starting Procedure

5.1 The starting signals and times are specified below. This changes RRS 26.

Signal meaning	*Minutes before starting signal*	*Sound Signal*	*Visual Signal(s)*
Warning	3	3 Long Blasts	Flight Colour Displayed / 3 Battens
Preparatory	2	2 Long Blasts	Flight Colour Displayed / 2 Battens
One-minute	1	1 Long Blast	Flight Colour Displayed / 1 Battens
Starting	10 Seconds	10 short blasts	Flight Colour Displayed / 0 Battens

5.2 Attention may be drawn to an imminent warning signal by a series of short sound signals. Should an automatic timing system be used, additional sound signals may be used.

5.3 Starting signal times shall be taken from the start of each sound signal. The failure of a visual signal shall be disregarded. This changes RRS 26.

5.4 n/a

5.5 The starting line will be between a staff on the committee vessel displaying an orange flag and the nearby blue starting mark. The finishing line will be a staff displaying a blue flag in the finishing vessel and the nearby blue finish mark.

5.6 When a boat is subject to RRS 29.1, flag X need not be displayed for longer than 1 minute after the starting signal; this changes RRS 29.1. The race committee may hail the sail numbers or the total number of premature starters.

5.7 A boat shall not start more than 2 minutes after her starting signal.

6 Event Continuity

6.1 A boat shall not be sailed in a manner that is likely to cause damage.

6.2 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.

6.3 The race committee may move a mark at any time. RRS 27.2 and RRS 33 are deleted.

6.4 The time limit for a race will be 30 minutes.

6.5 If a boat is damaged beyond repair, the OA may run racing as 2X2, with “last boat loses” scoring.

7 Protests, Requests for Redress, Scoring and Penalties

7.1 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 20 minutes after coming ashore.

7.2 When the outcome of a protest or request for redress would not affect which teams qualify to a later stage, the protest committee may refuse to hear it. This changes RRS 63.2(a).

7.3 When the race umpires decide that a boat has broken RRS 14 and there is damage or injury, they may penalise her team by half a race win without a hearing. The boat will be informed as soon as practical and may request a hearing. Any penalty after a hearing will be in accordance with RRS D3.3(a).

7.4 When a boat breaks SI A1.3 or 5.7, 6 points shall be added to her score without a hearing.

7.5 When a competitor breaks RRS 40 or SI A1.6 (wet or dry suits), the race committee may penalise the competitor's team half a race win without a hearing.

7.6 After a hearing, the penalty for a breach of a rule, other than a rule of RRS Part 2, RRS 31 or RRS 42, that has had no effect on the outcome of a race, shall be at the discretion of the protest committee, and may be no penalty. This changes RRS D3.3.

8 Risk Statement

8.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone."
Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges the risk statement included in the Notice of Race. Risk Statement as detailed in the Notice of Race shall apply.

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Race Formats, Schedules & Tie-breaks
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Addendum A: Event Specific Rules

A1: Additional Rules

A1.1	RRS D2 applies. Races will be umpired.	Yes
A1.2	RRS 20 is changed. The Arm Signals in RRS D1.1(d) are required.	No
A1.3	A boat capsized after her starting signal, with her masthead in the water, shall retire promptly.	No
A1.4	Providing the flag remains on the mark, a boat may touch any part of the flag of a mark that does not surround the staff of the mark. This changes RRS 31.	n/a
A1.5	RRS 40 (Personal Flotation Device) applies at all times while afloat.	Yes
A1.6	Competitors shall wear a wet or dry suit at all times while afloat.	Yes
A1.7	Spinnakers, trapezes and the gear specifically provided for the utilisation of these shall not be used.	n/a

A2: Course and Marks, Starting Signals, Prohibited Areas, Other Local Rules

A2.1 The course will be either an "S" or Trapezoid Course, as defined in Addendum C1. Indicated by a letter S or T on the committee vessel.

A2.2 The visual starting signals will be flags.
The times of starting signals will be: 3,2,1

A2.3 The course marks will be orange inflatable dan buoys.

A2.4 The following are prohibited areas that a boat shall not enter or cross. They rank as obstructions
Belfast shipping channel.

A2.5 The following local rules apply:
n/a

A3: Communication with Competitors

A3.1 The Official Noticeboard is our event page on ksail. There will also be an event WhatsApp, and the ksail link will be shared there.

A3.2 Signals ashore will be flown from the flagpole at Royal North of Ireland Yacht Club (RNIYC)

A4: Intended Format

Format codes, and the format and scoring rules that apply for each, are stated in Addendum B.

HLS Round Robin in addendum H is the intended format. Depending on weather this may be followed by Quarter finals, Semi Finals and Finals.

A5: Other Addenda that Apply

K: Supplied Boats	✓	~~L: Keelboat Rules~~		~~M: Breakdown Delays~~		~~N: Other Rules~~	

Addendum B: Event Format

The intended format for each stage of the event shall be stated in SI A4, selected from the following standard formats, or from an Addendum J provided by the race committee and included with these Sailing Instructions. The race committee may change the format as provided in RRS D4.2(b).

Code	Description	Format & Scoring Rules
Groups	Round-robin(s) in group(s)	RRS D4.3, D4.4, and Addendum E
Random	Random pairs (2-boat teams only)	Addendum F
HLS	HLS league	Addendum H
Swiss	Swiss league	Addendum G
RC	Other format provided by race committee	Addendum J
KO	Knock-out	RRS D4.5

The specified addendum for each format contains the necessary race schedules, or procedures to create the schedules, together with rules which shall apply for scoring and breaking ties.

For each stage, any assignment of teams to groups or matches, and the method of qualification for the next stage, shall be stated as 'Additional Information' in SI A4.

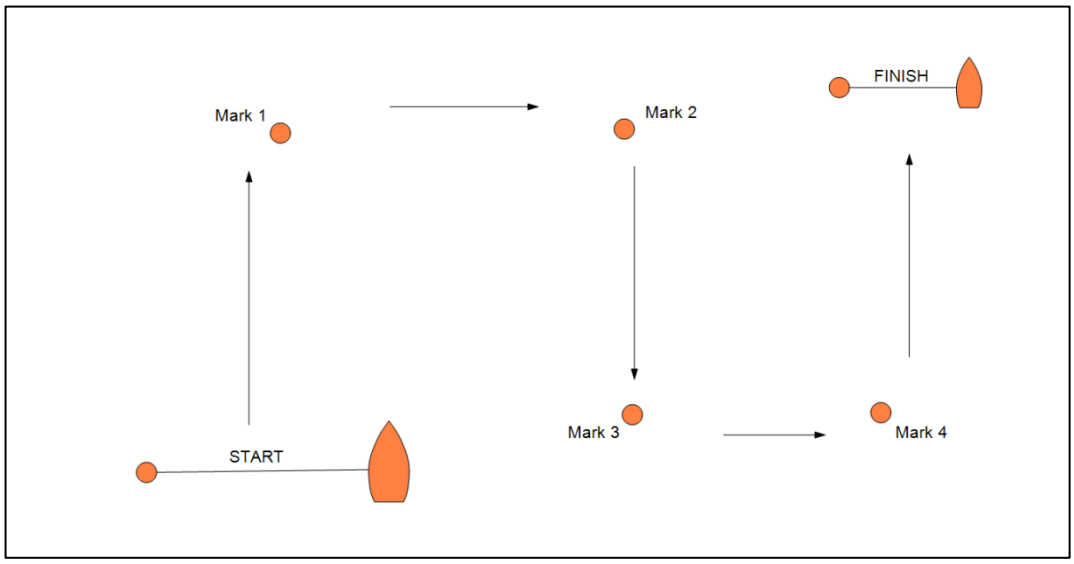
For a Round-Robin stage, the intended number of round-robins in the stage shall be stated. Any carry-forward of wins from a previous stage, weighting applied to scores from an earlier stage, or change to the percentage in RRS D4.3(b) shall also be specified.

Any For a Knock-Out stage, RRS D4.5 requires the number of race wins required to win a match to be stated. If not stated the winner shall be the first team to score two race wins.

Addendum C: Courses

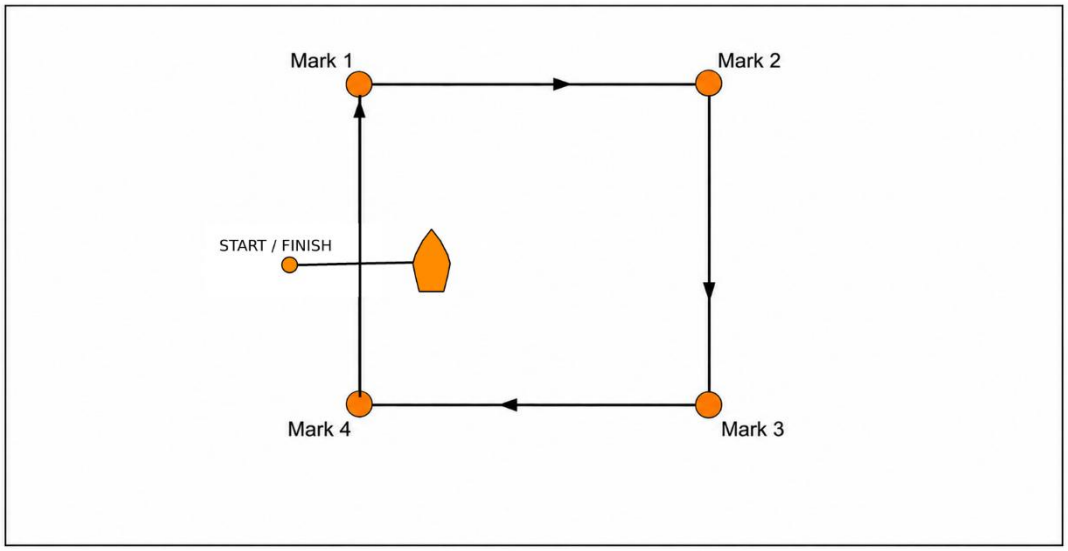
C1 'S' Course

Course: Start, round marks 1 then 2 to starboard, round marks 3 then 4 to port, finish.



C2 'T' Course – Trapezoid

Course: Start, round marks 1, 2, 3, 4 to starboard, then to finish.



Addendum H - HLS League

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).

H4 When the protest committee imposes a race wins penalty in accordance with RRS D3.3(a), the penalty shall also include 3 points applied to the team's stage points score for each half race win penalty.

Addendum J - Win-Points Scoring System

The following Win-Points scoring is based on the concepts used in the standard Match Racing scoring rules.

J1 Teams may race any other team one or more times in this Stage.

J2 If all teams have raced all other teams the same number of times when the stage is terminated, teams will be ranked on the basis of the first sentence of RRS D4.3(a), and ties will be broken using D4.4(a).

J3 RRS D4.3(b) is deleted.

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:

No. 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 will be ranked on the basis of the first sentence of RRS D4.3(a) and ties will be broken using D4.4(a) 'race wins' replaced by 'win-points'. The word 'points' retains its original meaning distinct from 'win-points'.

(c) If a team is penalised a race win, this is converted to win-points as follows:

Minimum no. 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

(d) When a race is abandoned; win-points will be apportioned pro-rata according to the table in SI J4(a)

J5 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.

Addendum K: When Boats are Supplied by the Organising Authority

K1 EQUALISATION AND ALLOCATION

(a) The organising authority and race committee will take reasonable steps to equalise the boats.
(b) The race committee will allocate the boats to be used in each race.
(c) Neither the allocation of boats, nor any variation between the boats and their equipment, shall be grounds for redress. This changes RRS 61.4(b).

K3 RESPONSIBILITY FOR A BOAT

(a) A boat shall remain the responsibility of the team until handed over to the race committee or the next team to use that boat. Boats shall be handed over as empty of water as practical and in racing trim.
(b) Competitors are responsible for inspecting their boats before racing.
(c) Competitors shall report any defects, damage or breakdown to the race committee at the first reasonable opportunity.
(d) When to continue racing after damage or a breakdown risks further damage to the boat, she shall retire immediately.

K4 PROHIBITED ACTIONS

(a) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted, except with the authorisation of the race committee;
(b) Adding to, omitting or altering the equipment supplied, including cutting or shortening any sheets, control lines or other running rigging;
(c) Removing or replacing any equipment without the consent of the race committee;
(d) Marking directly on the hull or deck with permanent ink;
(e) Perforating sails, even to attach tell tales;
(f) Boarding or using a boat without the consent of the race committee.

K5 REQUIRED ACTIONS AT END OF EACH DAY

At the end of each sailing day, the crew shall complete the following tasks:

(a) Sails shall be placed as directed.
(b) The boat shall be left in the same state of cleanliness as when first boarded that day.
(c) The crew shall comply with any directions posted on the boats or otherwise given to the crew by the race committee.
(d) The boat shall be returned to the dock or other notified location and secure it safely in accordance with any local instructions.

At the end of the final day for a particular boat, the boat shall be cleaned, and all rubbish, tape and marks removed.