

British Keelboat League 2020

British Keelboat League – Championship

Berthon Lymington Marina (with the BKLA and the RYA)

25th to 27th September 2020



1. Rules

- 1.1. The regatta will be governed by the rules as defined in The Racing Rules of Sailing.
- 1.2. RRS 17, 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70 and definition *proper course* are changed by Attachment U as approved by the RYA under RRS 86.3
- 1.3. Races will be umpired under Attachment U.
- 1.4. The right of appeal is denied in accordance with RRS 70.5(a).
- 1.5. Boats are provided by the Organising Authority, there are no class rules.
- 1.6. RRS 31 is changed to: "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."
- 1.7. Add to RRS 41: "(e) help to recover from the water and return on board a crew member, provided that the return onboard is at the approximate location of the recovery."
- 1.8. The Race Committee may apply the penalties in Attachment X without a hearing. This changes Rule A5

2. Eligibility

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

3. Safety

- 3.1. A Personal Flotation device must be worn at all times whilst competitors are sailing or transferring between boats. This changes the preamble to Part 4 and RRS 40.
- 3.2. A face covering shall be worn at all times when less than one metre from a fellow crew member or at all times while on a transfer rib
 - (a) All Sailors must make themselves familiar with the procedures for managing the event in the current risk environment. The Event Covid Sailing Risk Assessment is available to all sailors to assist in determining their individual responsibilities.
- 3.3. A boat shall neither make or receive radio communications while racing
- 3.4. Support Boats shall be clearly marked to identify the competitors 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 Schedule of Races

- 4.1. The event will be a series of fleet races with all boats competing in each race.
- 4.2. The race committee will allocate crews to the boats to be used in each race; boats will be exchanged in accordance to the schedule of races. This allocation shall not be grounds for redress and amends RRS 62.1.
- 4.3. 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 60.1(b).
- 4.4. 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.
- 4.5. The number of the next race to start may be displayed on the committee boat no later than the warning signal.

5. Scoring

- 5.1. A High Point Scoring System will apply. No scores shall be excluded.
- 5.2. 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.
- 5.3. The Score for DNC, DNS, OCS, RET or DSQ will be zero points. This changes RRS A4.
- 5.4. When crews have not sailed the same number of races, places will be calculated by the average points score (to 2 decimal places) of each crew in all races they have sailed.

6. Courses and Marks

- 6.1. The Course and Marks will be as described in Attachment C – Course.
- 6.2. A course change will only be signalled at the leeward mark and the signal displayed on a committee boat displaying Flag C over a coloured flag, indicating that the next Windward Mark will be the colour of the flag displayed. This changes RRS 33.

7. The Start

- 7.1. The starting line will be between a staff displaying the British Keelboat League flag on the signal vessel at the starboard end the line and course side of the starting mark at the port end of the line.
- 7.2. Races will be started by using the following signals:

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
3	British Keelboat League Flag	One	Warning Signal
2	P Displayed	One	Preparatory Signal
1	Course Signal (see SI 7.3)	One	One Minute
0	P Removed	One	Starting Signal

7.3. The Course Signal will be a flag of a single colour which will indicate which colour Windward Mark is to be used. The Colours which may be used are listed in SI C3.1.

7.4. 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 boat numbers or the total number of premature starters. The nature of this hail and the order in which the boat numbers are hailed shall not be ground for a claim for redress, this changes RRS 60.1 (b).

7.5. Attention may be drawn to an imminent warning signal by a series of short sound signals.

7.6. A boat shall not start later than three minutes after her starting signal. A boat that breaks this rule will be scored DNS without a hearing, this changes RRS A5.

8. The Finish

8.1. The finishing line will be between a staff displaying a British Keelboat League flag on the signal vessel and the course side of the finishing mark. This changes RRS Race Signals.

(a) The time limit for each race is 25 minutes.

(b) The target time for each race is 12 minutes.

8.2. Boats that start and are still racing two minutes after the second boat sailed the course and finished 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).

9. Changes to Sailing Instructions

9.1. 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 4.4

9.2. Any changes made afloat will be communicated orally by the umpires.

10. Damage

10.1. By entering the event, the skipper expressly agrees to follow and comply with this system without delay or dispute. A failure to comply with an instruction or invoice issued may result in disqualification from the series without a hearing. This changes RRS 63.1.

10.2. Each team is liable for up to £1000, of damage costs per racing incident (this includes boats, equipment and property).

10.3. Any decision on liability or the quantum of any damage is solely for the Organising Authority to determine. Subject to rule 62, the decision of the Organising Authority is final and teams and competitors agree to accept it without dispute.

10.4. In the event of damage occurring, the Race Committee may require a payment from the responsible team at the event to be made towards the damage costs. Teams shall make any such payment when required to do so.

10.5. If a team is assessed to be solely liable for damage costs, and these are not paid at the event, the SOA will issue an invoice to the skipper. Invoices must be paid (without set off or deduction) within 14 days unless an extension is agreed with the Organising Authority.

10.6. Failure to comply with a damage invoice within 14 days (or any extension period) is a breach of this agreement and the Organising Authority may:

(a) disqualify the team in question without a hearing, this changes RRS 63.1;

(b) reject any future entries from the Club; Skipper; or crew.

10.7. The Organising Authority may amend or cancel a damage notice at any time and may reinstate a team disqualified.

11. Risk Statement

Rule 4 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 that:

- They are aware of the inherent element of risk involved in the sport and accepts responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.
- They are responsible for the safety of themselves, their crew and any property they may bring, whether afloat or ashore.
- They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions.
- The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities
- The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances

- f) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.
- g) It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.
- h) It is their responsibility for ensuring all supplied equipment is carried on board.
- i) That they are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions.

Attachment A – Event Specific Rules
British Keelboat League – Championship

25th to 27th September 2020

A1. Event Programme

Date	Event (& Notes)	Time(s)
Friday, 25 September 2020	Registration	
	Training – Pre Booked Sessions	0900 - 1200
	Competitor Briefing published online by	1200
	First Warning Signal will not be before	1257
	Last Warning signal at approximately	1700
Saturday, 26 September 2020	Dock Out for First Race	0900
	First Warning Signal will not be before	0957
	Last Warning signal at approximately	1700
Sunday, 27 September 2020	Dock Out for First Race	0900
	First Warning Signal will not be before	0957
	Last Warning signal at approximately	1600
	Virtual Prize Giving (estimated time)	1630

A2. Event Specific Rules and Byelaws

A2.1. The following local Rules will also apply

- (a) Boats navigating in the river shall remain clear of the Wightlink Isle of Wight ferry when it is navigating in the Lymington river and entrance.

A2.2. The following areas are defined as Obstructions

- (a) the area bounded by and within the green channel marker posts to the east, the Platform and Jack-in-the-Basket post to the south and the red channel marker posts to the west is designated a Prohibited Area. Boats shall not enter the Prohibited Area from the time of their Warning Signal until they have finished racing.

A2.3. Additional Local Considerations

- (a) All competitors attention is drawn to IRPCAS 9(b) "A vessel of less than 20 metres length or a Sailing Vessel shall not impede the passage of a vessel, which can safely navigate only within a narrow channel or fairway" and the importance of such when transiting the full length of entrance to the Lymington River.

A3. Notices to Competitors

A3.1. Notices to Competitors will be posted on the Online Official Notice Board at www.britishkeelboatleague.co.uk/documents

A4. Signals Made Ashore

A4.1. Signals made ashore will be displayed from the Committee Boat when she is alongside.

A4.2. When flag AP is displayed ashore the warning signal will be made not less than 30 minutes after removal. This changes race signal AP.

A5. Racing Area

A5.1. The Racing Area will be the Western Solent and it's associated waters..

A6. Event Boats

A6.1. The event will be sailed in provided 6.3 metre keelboats with asymmetric spinnaker without lifelines.

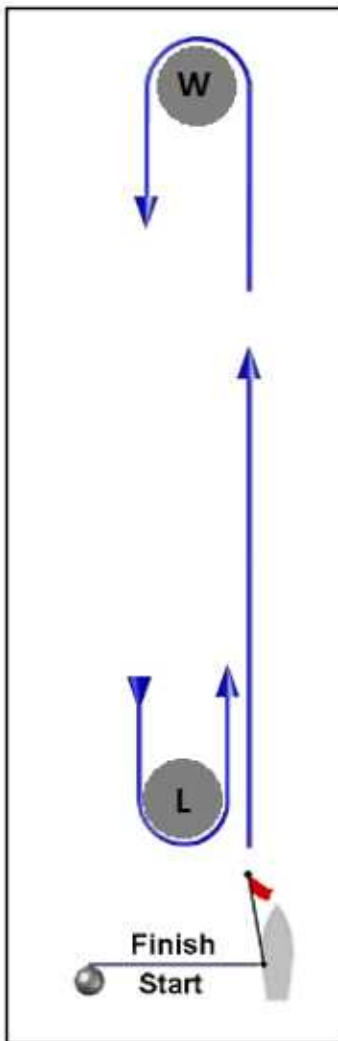
A6.2. The sail combination to be used will be signalled from the race committee boat; with or before the warning signal. The signals will have the following meanings

Signal	Meaning
No Signal	All sails may be used
NN 2	Boats shall race with a single reef in their mainsail
NN 3	Spinnakers may not be used.

A6.3. After the starting signal and at a windward mark, the Race committee may signal a change to the use or otherwise of spinnakers.

- (a) Displaying Flag NN 9 with repetitive sounds to signal that Spinnakers are able to be used in the race.
(b) Displaying Flag NN 3 with repetitive sounds to signal that Spinnakers may not be used in the remainder of the race.

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 by the warning signal as per SI 7.3; or changed by a flag as displayed according to SI 6.2.

C3.1. The colours available for the Windward Mark are as follows

(a) Orange

(b) Black

(c) Blue

C3.2. Where practical, the Race Committee will remove any unused Windward Marks; failure to do 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 K – Supplied Boats

K1. Breakdowns

K1.1. Crews are responsible for inspecting their boats before racing.

K1.2. 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 a Red flag to signal breakdown or damage to the boat, her sails, or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the main RC boat and remain there unless otherwise directed.

K1.3. The time allowed for repairs will be at the discretion of the Race Committee.

K1.4. 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 K1.2.

K1.5. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the Warning signal shall not be grounds for redress, this changes RRS 62.

K1.6. When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.

K2. Continuity

K2.1. 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.

K2.2. A boat shall remain the responsibility of the crew until handed over to the race committee or the next crew to use that boat.

K3. Responsibility

K3.1. Crews scheduled to sail 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) leaving the boat in the same state of cleanliness as when first boarded that day.

(c) releasing backstay tension.

(d) complying with any instruction from the Race Committee.

K3.2. Crews scheduled to sail a boat at the end of the final day shall also be responsible for, removing all trash, removing all tape and marks and complying with any instruction from the Race Committee.

K3.3. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a Yes / No answer.

K3.4. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

K3.5. A breach of items SI K3.1 and SI K3.2 will be considered as damage and the cost of rectification may be charged against the Crew.

Attachment L - Boat Handling Rules

L1. General

- L1.1. While all reasonable steps are taken to equalise the supplied boats, variations in condition and maintenance of boats, their sails and their equipment shall not be grounds for redress. This changes RRS 62.
- L1.2. Where fitted, use of an engine is prohibited, where not fitted corrector weights are installed.

L2. 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:

- L2.1. Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging.
- L2.2. The use of any equipment for a purpose other than that intended or specifically permitted.
- L2.3. The replacement of any equipment without the sanction of the Race Committee.
- L2.4. Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
- L2.5. Moving equipment from its normal stowage position except when being used.
- L2.6. Boarding a boat without prior permission.
- L2.7. Taking a boat from its berth or mooring without having permission from the Race Committee.
- L2.8. Hauling out a boat or cleaning surfaces below the waterline.
- L2.9. Attaching lines to the fabric of spinnakers.
- L2.10. Perforating sails, even to attach tell tales.
- L2.11. Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- L2.12. Adjusting or altering the tension of standing rigging, excluding the backstay.
- L2.13. Using a reef line as an outhaul.
- L2.14. The use of electronic instruments other than cameras, compasses and watches.
- L2.15. Marking directly on the hull or deck with permanent ink.
- L2.16. Passing head to wind with the head of the spinnaker above the gooseneck
- L2.17. The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking, gybing or steering.
- L2.18. Extending the bowsprit except when the gennaker is being set, is set, or is being retrieved, the bowsprit shall be retracted at the first reasonable opportunity after the retrieval.
- L2.19. A breach of SI Appendix L 2.16, L2.17 or L 2.18 is not open to protest by boats but may be subject to action by Umpires under U4.1. This changes RRS 60.1.

L3. Permitted Items And Actions

The following are permitted.

- L3.1. Taking on board and making appropriate use the following equipment:
 - (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws.
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) tell tale material
 - (e) notebook
 - (f) watch, timers and hand held compass
 - (g) shackles and clevis pins
 - (h) Velcro tape

Attachment U – Umpired Fleet Racing

U.1.Changes to Racing Rules

These sailing instructions change the definition *proper course* and rules 17, 20, 28.2, 44, 60 – 66. Additional changes to rules are made in instructions U2 – 5.

U1.1. Changes to definitions and the rules of part 2 and part 4;

- (a) Add to the definition Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a proper course.'
- (b) Add new rule 8: LAST POINT OF CERTAINTY
The umpires will assume that the state of a boat, or her relationship to another boat, has not changed, until they are certain that it has changed
- (c) Rule 17 is deleted
- (d) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (i) For 'Room to tack', repeatedly and clearly pointing to windward; and
 - (ii) For 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

U1.2. Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) The first sentence of rule 44.1 is replaced with: 'A boat may take a One-Turn Penalty in accordance with rule 44.2 when, in an incident while racing, she may have broken one or more of the rules of Part 2 (except rule 14 when she has caused damage or injury), rule 31 or rule 42.'
- (b) Rule 60.1 is replaced with 'A boat may protest another boat or request redress provided she complies with instructions U2.1 and U2.3.'
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this attachment.

U.2.Protests and Requests for Redress By Boats

U2.1. While racing, a boat may protest another boat under a rule of Part 2 (except rule 14) or under rule 31 or 42; however, a boat may only protest under a rule of Part 2 for an incident in which she was involved. To do so she shall hail 'Protest' and conspicuously display a red flag at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily or after an umpire's decision.

U2.2. A boat that protests as provided in instruction U2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty in accordance with rule 44.2. An umpire may penalize any boat that broke a rule and was not exonerated, unless the boat took a voluntary penalty.

U2.3. A boat intending to

- (a) protest another boat under a rule other than instruction U3.2 or rule 28, or a rule listed in instruction U2.1,
- (b) protest another boat under rule 14 if there was contact that caused damage or injury, or
- (c) request redress

shall hail the race committee as soon as possible after finishing

U2.4. The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction U2.3.

U.3.Umpire Signals and Imposed Penalties

U3.1. An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black or black and white flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

U3.2.

- (a) A boat penalized under instruction U3.1(b) shall take a Two-Turn Penalty in accordance with rule 44.2
- (b) A boat disqualified under instruction U3.1(c) shall promptly leave the course area.

U.4.Penalties and Protests Initiated By an Umpire.

U4.1. When a boat

- (a) breaks rule 31 and does not take a penalty.
- (b) breaks rule 42 or SI 3.2, A2.2, A6.2, A6.3, L 2.16, L2.17, or L2.18.
- (c) commits a breach of sportsmanship, including but not limited to deliberately breaking a rule, or gains an advantage despite taking a penalty.
- (d) Fails to comply with instruction U3.2 or to take a penalty when required to do so by an umpire.

An umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken in accordance with rule 44.2, each signalled in accordance with instruction U3.1(b), or disqualify her under instruction U3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction U4.1(d) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled

- U4.2. The last sentence of rule 28.2 is changed to 'She may correct any errors to comply with this rule, provided she has not rounded the next mark or finished.' A boat that does not correct any such error shall be disqualified under instruction U3.1(c).
- U4.3. An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction U3.2 or rule 28 or a rule listed in instruction U2.1 or U4.1 while racing, may inform the protest committee for its action under rule 60.3. However, they will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.
- U4.4. An umpire may penalise a boat for a breach of rule 14 in accordance with Attachment X.

U.5. Protests; Requests for Redress or Reopening; Appeals; Other Proceedings

- U5.1. No proceedings of any kind may be taken in relation to any action or non-action by an umpire.
- U5.2. In rule 66 the third sentence is changed to 'A party to the hearing may not ask for a reopening.'
- U5.3.
- (a) Protests and requests for redress need not be in writing.
 - (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
 - (c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty.
- U5.4. The race committee will not protest a boat.
- U5.5. The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction U3.2(a) or rule 28, a rule listed in instruction U2.1, or rule 14 unless there is damage or injury.

Attachment X – Damage Penalties

Penalties for damage resulting from contact between boats racing

This Attachment explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reason to do so.

The umpires may penalise breaches of RRS rule 14 without a hearing.

There are a number of things we are trying to achieve with penalties for damage:

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results "on the water".
- Give more sailing to everybody for the same entry fee.

Damage Levels

Level	Extent	Effect
Level A Minor Damage	Up to 1 man hour to repair	Boat may race without repair
Level B Significant Damage	More than 1 hour and up to 5 man hours to repair	Boat may need some (temporary) work before racing again.
Level C Major Damage	More than 5 man hours to repair	Significant work required before racing again.

Penalties

Race penalties may be imposed by umpires after a race to those boats that break RRS 14. Any penalties are applied to one boat's or both boats' score in the race in which the damage occurred.

Level	Race Penalty
Level A	1 point deduction
Level B	3 point deduction
Level C	6 point deduction

Cost of repair

The assessment of damage level is only for the purpose of points penalties and is not linked to any costs charged to the competitor.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

The cost of repair from any one incident is limited to £1000. In the event of damage, the crew may be required to pay for the damage caused to maintain eligibility.

Each crew is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the RC.