

Sailing Instructions

British Keelboat League 2021

British Keelboat League

Royal Northern and Clyde Yacht Club

24th/25th July 2021



1. Rules

- 1.1. These Sailing Instructions change RRS 26, 29.1, 33, 35, 49.1, 60.1(b), 62, 62.1, 63.1, A4, A5 and Race Signals.
- 1.2. Boats are provided by the Organising Authorities, there are no class rules.
- 1.3. Attachments A, C & L to these sailing instructions always apply.

2. Eligibility

- 2.1. To become eligible, a crew shall register as required by the notice of race and pre-event information.
- 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. RRS 40.1 applies at times whilst sailing or transferring between boats.
- 3.2. A boat shall neither make nor receive radio communications while racing.
- 3.3. 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 A4.
- 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 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.
- 4.7. 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 60.1(b).
- 4.8. 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.

5. Equalisation and Allocation

- 5.1. The organizing authority and race committee will take all reasonable steps to equalise the boats.
- 5.2. 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.
- 5.3. Neither the allocation of boats, nor any variation between the boats and their equipment, shall be grounds for redress. This amends RRS 62.1.
- 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 the same state of cleanliness as when first boarded that day.
 - (d) releasing backstay tension.
 - (e) complying with any instruction from any person appointed by the OA.
- 5.5. A breach of SI 5.4 may be considered as damage and the cost of rectification charged against the Crew.

6. Sail Combinations

A breach of this rule may be subject to an Umpire Initiated Penalty, in accordance with NoR Attachment U.

- 6.1. 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.

- 6.2. 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.

7. Courses and Marks

- 7.1. The Course and Marks are described in Attachment C – Course.
- 7.2. The race committee may change the course at the leeward mark. The signal shall be the display of Flag C with repetitive sounds and a coloured flag indicating the colour of the next windward mark. This changes RRS 33.

8. The Start

- 8.1. 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 the course side of the starting mark at the port end of the line.
- 8.2. The number of the next race to start may be displayed on the committee boat no later than the warning signal.
- 8.3. 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	British Keelboat League Flag	One	Warning Signal
2	P Displayed	One	Preparatory Signal
1	Course Signal (see SI 8.4)	One	One Minute
0	P Removed	One	Starting Signal

- 8.4. 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.
- 8.5. 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).
- 8.6. Attention may be drawn to an imminent warning signal by a series of short sound signals.
- 8.7. A boat that fails to start within 3 minutes of her starting signal will be scored DNS without a hearing, this changes RRS 63.1 and RRS A5.

9. The Finish

- 9.1. 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.
- 9.2. The time limit for each race is 25 minutes; the target race time is 12 minutes.
- 9.3. Boats that start and are still racing two minutes after the second boat 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 60.1(b).

10. Breakdowns

- 10.1. Crews are responsible for inspecting their boats before racing.
- 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 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.
- 10.3. The time allowed for repairs will be at the discretion of the Race Committee.
- 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 9.2.
- 10.5. 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.
- 10.6. When to continue racing after damage or a breakdown risks further damage to the boat, she 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 4.6.
- 11.2. Any changes made afloat will be communicated orally by the umpires.

12. Risk Statement and Damage

Competitors are reminded of their acceptance of the Risk Statement and Damage process as included in the Series Notice of Race.

Attachment A – Event Specific Rules

British Keelboat League/ RNCYC

24th/25th July 2021

A1. Event Programme

Date	Event (& Notes)	Time(s)
Saturday 24 th July	Registration	08:20
	Competitor Briefing	08:50
	First Warning Signal will not be before	10:27
Sunday 25 th July	Dock Out for First Race	08:30
	First Warning Signal will not be before	09:57
	Last Warning Signal will not be after	15:57

A2. Event Specific Rules and Byelaws

A2.1. The following Rules regarding the control of COVID-19 will apply.

- (a) All Sailors must make themselves familiar with the procedures for managing the event in the current risk environment. The Event Covid Sailing Risk Statement is available to all sailors to assist in determining their individual responsibilities.
- (b) Track and Trace details for all competitors and volunteers are recorded, and kept for three weeks in the event of a positive test.

A2.2. The following local Rules will also apply. Narrow Channels and Queen's Harbour Regulations:

- (a) Narrow Channels. Attention is drawn to the International Regulations for The Prevention of Collisions At Sea, 1972. Particular notice should be taken of rule 9(b) which states that a vessel of less than 20 metres in length, or a sailing vessel, shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway. Any Waters of the Firth of Clyde must be regarded as a narrow channel. This applies in waters of the Queen's Harbour, which includes the whole of the Gareloch and it's approaches.
- (b) While racing, any yacht which is unable for reasons of lack of wind, or any other cause, to sail clear of a large power-driven vessel shall paddle in order to get clear and thereafter shall report full details to the Race Officer. In the event of the Race Officer observing that a yacht has apparently obstructed the safe passage of a large power-driven vessel. The Race Committee may proceed against the yacht in accordance with RRS 60.2.

A2.3. The following areas are defined as obstructions:

- (a) Rhu Marina breakwater
- (b) Kidston Point – rocks inside the navigation mark
- (c) Green Isle Rock – Rosneath shore inside navigation mark

A2.4. Additional Local Considerations:

- (a) Naval Movements: in Addition to the above, IC Flag "D" will be flown from the principal Committee Boat if the race Officer is aware that a large Naval vessel may enter the race area during the race schedule.
- (b) Any Yachts passing between MOD launches or Seariders and the vessels they are escorting or, otherwise impeding these vessels they are escorting or otherwise impeding these vessels are liable to be impounded and the skipper and crews arrested.

A3. Notices to Competitors

A3.1. Notices to Competitors will be posted on the Online Official Notice Board

A3.2. During the event, Notices to Competitors will also be placed in the competitor Whatsapp group

A4. Signals Made Ashore

A4.1. Signals made ashore will be displayed on the signal mast at Rhu Marina.

A4.2. When flag AP is displayed ashore the warning signal will be made not less than 20 minutes after removal. This changes race signal AP.

A5. Racing Area

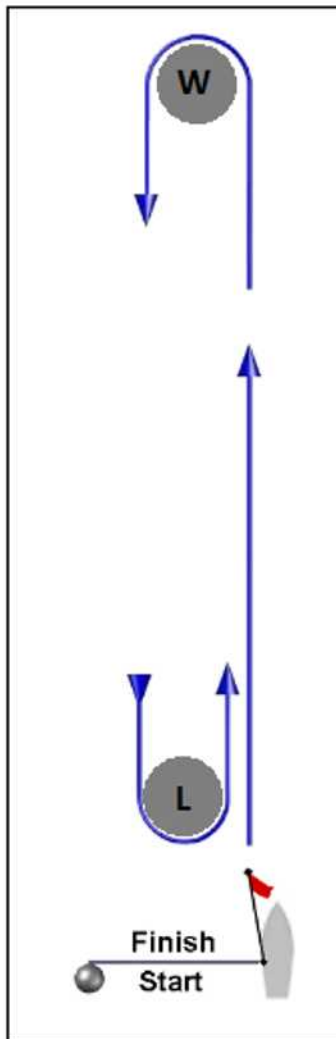
A5.1. The Racing Area will be on the East Patch, in front of Helensburgh.

A6. Event Boats

A6.1. The event will be sailed in provided 6 metre keelboats with asymmetric spinnakers without lifelines.

A6.2. Where fitted, use of an engine is prohibited, where not fitted corrector weights are installed.

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 8.4; or changed by a flag as displayed according to SI 7.2.

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 may remove any unused Windward Marks; failure to do so 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 L - Boat Handling Rules

A breach of the following Sailing Instructions may result in a penalty initiated by an umpire in accordance with NoR Attachment U.

L1 Actions Prohibited at All Times

The following actions are prohibited at all times, unless permitted by SI L2:

- (a) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted;
- (b) Using the boom, shrouds (including any inner shrouds) above the turnbuckle or other device used to adjust the stay, to facilitate tacking, gybing or steering;
- (c) 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.
- (d) Using a winch to adjust the mainsheet, backstay or vang;
- (e) Using a reef line as an outhaul;
- (f) Omitting any headsail car or turning block before sheeting onto a winch, or cross winching;
- (g) Adding to, omitting or altering the equipment supplied. In particular, removing a pole downhaul, cutting or shortening of any sheets, control lines or other running rigging;
- (h) The removal or replacement of any equipment without the consent of the race committee;
- (i) Sailing the boat in a manner that it is reasonable to predict would cause damage;
- (j) Moving equipment from its normal stowage position except when being used;
- (k) Boarding a boat without the consent of the race committee;
- (l) Taking a boat from its berth or mooring without the consent of the race committee, or while flag AP is displayed ashore;
- (m) Hauling-out or cleaning surfaces below the waterline;
- (n) Marking directly on the hull or deck with permanent ink;
- (o) Perforating sails, even to attach tell tales;
- (p) 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:

- (a) Safety knives, each with retractable blade or sheath
- (b) Basic hand tools
- (c) Electrical tape
- (d) Rope (elastic or otherwise)
- (e) Marking pens
- (f) Tell tale material
- (g) Watches and timers
- (h) Shackles and clevis pins
- (i) Velcro tape

L2.2 The following are permitted tasks:

- (a) Any action considered necessary for the safety of the crew
- (b) Changing the number of purchase for the mainsheet
- (c) Lazy sheets and control lines may be used to aid hiking; this changes RRS 49.1.
- (d) Prevent fouling of lines, sails and sheets
- (e) Attach tell tales
- (f) Prevent sails being damaged or falling overboard
- (g) Make minor repairs and permitted adjustments.