



RYS GLOBAL TEAM RACING REGATTA 2019 25-28 SEPTEMBER 2019

SAILING INSTRUCTIONS

Organizing Authority:
Royal Yacht Squadron

Notation [DP]

The notation '[DP]' in a rule in the NoR means that the penalty for that rule may, at the discretion of the protest committee, be less than disqualification.

Abbreviations:

CV – Committee Vessel	RC – Race Committee
OA – Organizing Authority	RRS – Racing Rules of Sailing 2017-20
ONB – Official Notice Board	SlS – RYS GTRR 2019 Sailing Instructions
PC – Protest Committee	

1. RULES

1.1. The event will be governed by

- The 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
- The rules for Handling Boats (SlS Addendum A), which also apply to any practice sailing or sponsor races.

1.2. RRS 16.2 is changed to the following:

In addition, on a beat to windward when a *port-tack* boat is keeping clear by sailing to pass to leeward of a *starboard-tack* boat, the *starboard-tack* boat shall not bear away if as a result the *port-tack* boat must change course immediately to continue *keeping clear*.

When this Test Rule applies

Case 132 answer 1 shall apply amended as follows:

For the purpose of rule 16.2, two boats on opposite tacks are considered to be 'on a beat to windward' when

- the proper course for each of them is close-hauled or above, or
- one or both of them have overstood the close-hauled layline to the mark and are sailing below close-hauled.

In each of the four situation diagrams in the case, the boats shown are 'on opposite tacks on a beat to windward' and therefore rule 16.2 applies between them.

The Team Racing Call Book is changed as follows:

Call D2 Delete call

Call D5 In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics

Call G7 Delete Q&A 1

Permission to use this Test Rule has been granted by World Sailing.

1.3. J70 Class rules will not apply. Spinnakers will not be fitted.

1.4. All races will be umpired. RRS Appendix D2 applies.

1.5. RRS 14 shall apply at all times whether the boat is racing or not.

- 1.6. The right of appeal will be denied in accordance with RRS 70.5(a).
- 1.7. A Personal Flotation Device (PFD) shall be worn at all times while afloat, except briefly while changing or adjusting clothing or personal equipment. This changes the Part 4 Preamble and RRS 40.
- 1.8. Major changes to the RRS are detailed in SIs Addendum C.
- 1.9. Where there is reference in the RRS, or in the SIs to the hull and equipment, the following shall apply in respect of the tube affixed to the transom:
 - (a) For the purposes of the RRS, the side tubes shall be considered an extension of the side of the boat. The black tube (or line) between the side tubes shall be considered the stern of the boat.
 - (b) A boat shall be considered overlapped with another boat when she is overlapped with either the hull or the side tubes. In addition, the tubes shall be considered part of the boat when considering boat lengths.
 - (c) If a boat makes contact with a mark and the only contact is between a side tube and the mark, the contact shall be deemed to be contact with the hull. If a boat makes contact with another boat by touching the side tube, it shall be deemed to be contact with the side of the boat. If contact is made with the rear black tube (or line) parallel to the transom, it shall be deemed to be contact with the transom.

2. ENTRIES and ELIGIBILITY

- 2.1. To remain eligible the entire crew shall complete registration in accordance with the NoR, pay any outstanding Entry Fee and Damage Deposit, and lodge the Sailing Agreement. Registration will be conducted in RYS Castle from 09:30 BST 25 September 2019.
- 2.2. The Damage Deposit is the limit of liability of each helm for each incident. In the event that a deduction is made from the Deposit, the helm will be required to restore the Deposit to the original value to maintain eligibility.
- 2.3. Each helm is responsible for the damage or loss to their boat and supplied equipment unless responsibility is otherwise assigned by the umpires, PC or OA.
- 2.4. After Registration, no team member may be permanently changed without the prior written permission of the RC. Permission will only be given in exceptional circumstances. Teams are permitted to make temporary changes to cover short-term absences. No temporary substitute may sail more than two races, and all substitutes shall be of the same gender as the person they are replacing. The RC shall be informed of these changes.
- 2.5. Any team that is given permission to sail without the required number of crew or gender mix may be allowed to sail, however they shall not be eligible to compete in the Final Stage, and the results from those races will be discounted when final positions are calculated.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to Competitors will be posted on the ONB in the RYS Pavilion.
- 3.2. Signals made ashore will be displayed from the RYS Lodge.
- 3.3. All competitors shall attend the First Briefing, unless excused by the OA.
- 3.4. All helms shall attend the Daily Briefing, unless excused by the OA.
- 3.5. When Postponement Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in the Race Signals AP. This changes AP in Race Signals.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1. Changes to these SIs made ashore will be posted at least 70 minutes before the start of any race affected and will be signed by the RC and the Chief Umpire.
- 4.2. Code Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3. Amendments made afloat will be signalled by the display of Code Flag L on the CV accompanied by three sound signals. An umpire may communicate these either verbally or in writing.

5. BOATS AND SAILS

- 5.1. The J70-type boats to be sailed, and the sails to be used, will be provided by the OA and allocated by the RC. Teams shall change boats in accordance with the Race Schedule at SIs Addendum G.
- 5.2. The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires.
- 5.3. Other restrictions or instructions may be given to the boats verbally by an umpire. Code Flag L is not required.
- 5.4. For the Round-Robins Stage, the RC will allocate boats to teams as shown in the Race Schedule, SIs Addendum G.

6. CREW MEMBERS, IDENTIFICATION and ASSIGNMENT OF BOAT

- 6.1. The total number of crew sailing at any one time for a team, including the helms, shall be eight comprising a minimum of three males and three females. The total number of crew shall be equally distributed between the boats.
- 6.2. Teams will be identified either by their Club Bib, or by a Numbered Bib supplied by the OA on a bib. See SIs Addendum G. The Bib, worn by the helm, shall be visible to an umpire and the RC at all times.
- 6.3. The boats to be sailed by a team will be identified by a coloured flag affixed to the backstay and to the shrouds. The Team Identification colours are Red, Blue, and Yellow.

7. EVENT FORMAT AND TIMINGS

- 7.1. The event format will be in two stages. The first Stage will be one or more Round-Robins. The second Stage, will be a Knock-Out Stage between the two top-ranked teams from Stage One. Timings are detailed in SIs Addendum E.
- 7.2. In Stage One, the Race Schedule will be as detailed at SIs Addendum G. The number of the next race to be sailed will be displayed on the Start CV.
- 7.3. The Race Schedule will be displayed on the ONB. Any changes made to the Race Schedule, and schedules for subsequent rounds for a later racing day, will be displayed not less than 70 minutes before the First Warning Signal. Changes to the Schedule made after the first start will be communicated by an umpire either verbally or in writing.
- 7.4. The RC may change the format or terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 7.5. The RC may at any time remove a particular race from the published sequence of races and may run it at a later time. Re-sails will only be sailed if the result is critical in deciding which teams progress to Stage Two.
- 7.6. The number of races to be sailed each day will be determined by the RC.
- 7.7. The dates of the racing days and the intended times for the First Warning Signal are detailed in SIs Addendum E.
- 7.8. Each subsequent race will be started as soon as practicable after the previous race. Boats are advised to stay close to the CV after finishing / retiring.
- 7.9. When a race cannot start according to the schedule of races, subsequent starts may be brought forward. Competitors will be verbally informed by an umpire.
- 7.10. In the Knock-Out Finals, the first team to achieve two race-win points will be the winner of the Regatta. Teams will exchange boats after every race in the Knock-Out Finals.

8. RACING AREA

- 8.1. The racing area is likely to be in the east Osborne Bay area. This will be confirmed at the Daily Briefing.

9. COURSE

- 9.1. See SIs Addendum F.

9.2. Marks

- (a) Marks 1, 2, 3, and 4 are all small Orange inflatable marks.
- (b) The starboard-end Starting Mark will be the Start CV. The port-end Starting Mark will be a small Orange inflatable mark, which may display an Orange flag.
- (c) The port-end Finishing Mark will be the Finish CV. The starboard-end Finishing Mark will be a small Orange inflatable mark, which may display an Orange flag.

9.3. Start / Finish Line

- (a) The Start Line will be a straight line between the course side of the Start Mark and the staff displaying an Orange flag on the Start CV.
- (b) The Finish Line will be a straight line between the course side of the Finish Mark and the staff displaying a Blue flag on the Finish CV.
- (c) A buoy may be attached to a CV anchor line just below keel depth. Boats shall not pass between this buoy and the CV at any time. This buoy is part of the CV ground tackle. A breach of this SI shall be considered a breach of RRS 31.

10. BREAKDOWN: TIME FOR REPAIRS AND REDRESS

- 10.1. RRS D5 (Breakdowns) is deleted. After the Warning Signal, a race will not be postponed or abandoned due to breakdown.
- 10.2. The time for repairs will be at the discretion of the RC.
- 10.3. Competitors shall be responsible for inspecting their boats before racing.
- 10.4. Competitors shall report any defects, damage or breakdown to an umpire or the RC at the first reasonable opportunity. The boat shall sail to the stern of the CV, if possible.
- 10.5. Before the Warning Signal of a race, or within two minutes of finishing, or within two minutes of changing into a new boat, whichever is later, a boat may display Flag L to signal breakdown or damage to the boat, her sails, or injury to her crew, and to request a delay to the next start. She shall proceed, as soon as possible, to a position to leeward of the Start CV, and remain there, unless otherwise directed.
- 10.6. When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall immediately retire.

11. STARTING PROCEDURE

- 11.1. Races will be started by using the following signals:

Signal	Minutes before Starting Signal	Sound Signal	Visual Signals
Warning	3	One	Team colours displayed
Preparatory	2	One	Flag P displayed
One-minute	1	One Long	Team colours removed
Starting	0	One	Flag P removed

- 11.2. Times shall be taken from the start of each sound signal. The failure or delay of a visual signal, including flags as specified above, shall be disregarded. This changes RRS 26.
- 11.3. When a boat is subject to RRS 29.1 a coloured flag corresponding to her Team Identification colour, will be displayed but not for more than two minutes after the starting signal; this changes RRS 29.1. The RC may hail the boat numbers of premature starters, but failure to attract the attention of a premature starter will not be grounds for redress.
- 11.4. A series of short sound signals will normally be made to advise competitors that a Warning Signal is imminent.

13. CHANGE OF POSITION OF MARKS

- 13.1. After the start of a race, the RC may change the position of any mark, except the position of a mark towards which boats are racing. This changes RRS 33, and will not be grounds for redress.

14. TIME LIMIT

- 14.1. There shall be no time limit for races. However the RC may abandon a race for any reason. This changes RRS 32.

15. SCORING

- 15.1. See RRS Appendix D3 and SIs Addendum D.

15. ADVERTISING

- 15.1. As the boats are provided by the OA, World Sailing Regulation 20.4 applies. Each boat may be required to display advertising as supplied by the OA. [DP]
- 15.2. Boats will not be permitted the right to protest for breaches of any rules regarding advertising. This changes RRS 60.1.

16. TRASH DISPOSAL

- 16.1. Trash disposal facilities will be in the Change Boat.

17. COMMUNICATION

- 17.1. The Main VHF Channel and the Alternate VHF Channel on which the RC will communicate with the umpires and Mark-Laying ribs will be as follows: Main Ch S1, Alternate Ch S2.

18. PRIZES

- 18.1. Prizes will be awarded.

19. SPORTSMANSHIP AND CONDUCT

- 19.1. Participation in this Regatta is by invitation. Any team or support person who, in the opinion of the OA, has demonstrated poor seamanship, poor sportsmanship, or misconduct may have their invitation revoked and be excused from the Regatta.
- 19.2. In addition, and separate from the decision of the OA, a PC may initiate proceedings under RRS 69.

20. RISK STATEMENT

- 20.1. Rule 4 of the RRS states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 20.2. 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:
- (a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;
 - (b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - (c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - (d) Their boat is in good order, equipped to sail in the event, and they are fit to participate;
 - (e) The provision of a race management team, patrol boats, and other officials and volunteers by the event organizer does not relieve them of their own responsibilities;
 - (f) The provision of patrol boat cover if any is limited to such assistance, particularly in extreme weather conditions, as can practically be provided in the circumstances;
 - (g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event.

Addenda:

- A. Handling of Boats.
- B. Damage Penalties.
- C. Major Alterations to the RRS.
- D. Scoring.
- E. Timings.
- F. Course.
- G. Race Schedule - To be distributed at the Mandatory Initial Briefing.

ADDENDUM A
HANDLING OF BOATS

A1. GENERAL

A1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.1(a).

A2. 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.

A2.1 Actions subject to Umpire-initiated penalties during a race:

- (a) Adjusting or altering the tension of standing rigging, excluding the backstay;
- (b) Changing the number of jib sheet purchases;
- (c) The use of electronic instruments other than compass, watches and small video devices such as Go-Pros;
- (d) The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle), or the boom, to facilitate tacking or gybing;
- (e) Using a winch to adjust the mainsheet, backstay or vang;
- (f) Using a reef line as an outhaul;
- (g) Omitting any headsail car or turning block before sheeting onto a winch;
- (h) Radio transmission (including mobile telephones), except to report damage or injury, or in response to a request from the RC.

A2.2 Actions subject to protest by the RC or PC:

- (a) Any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging;
- (b) The replacement of any equipment without the sanction of the RC;
- (c) Sailing the boat in a manner that it is reasonable to predict would cause significant damage;
- (d) Moving equipment from its normal stowage position except when being used;
- (e) Boarding a boat without permission;
- (f) Taking a boat from its berth or mooring without having paid the required Damage Deposit or having permission from the RC, or while AP is displayed ashore;
- (g) Hauling-out a boat or cleaning surfaces below the waterline;
- (h) Marking directly on the hull or deck with permanent ink;
- (i) Perforating sails, even to attach tell tales;
- (j) The use of any equipment for a purpose other than that intended or specifically permitted.

A3. PERMITTED ITEMS and ACTIONS. The following are permitted.

A3.1 Taking on board and making appropriate use of 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) marking pens;
- (e) tell-tale material;
- (f) watch, timers and hand-held compass;
- (g) shackles and clevis pins;

- (h) Velcro tape;
- (l) spare flags;
- (j) bosun's chair;
- (k) small video devices such as GoPro;
- (l) PFDs when not supplied by the OA.

A3.2 Using the items in SIs Addendum A3.1 to:

- (a) prevent fouling of lines, sails and sheets;
- (b) attach tell tales;
- (c) prevent sails being damaged or falling overboard;
- (d) mark control settings, with adhesive tape only;
- (e) make minor repairs and permitted adjustments;
- (f) make video recordings;
- (g) personal safety.

A3.3 Changing the number of mainsheet purchases.

A3.4 Using lazy sheets and control lines for the purpose of hiking normally. This changes RRS 49.1.

A4. MANDATORY ITEMS and ACTIONS. The following are mandatory:

A4.1 Whenever there has been contact, the crew of the boat shall inform the Repair Boat or race umpires at the end of the race to allow for inspection.

A4.2 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;
- (c) releasing backstay tension.

A4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

A4.4 Any request to alter, in any way, the equipment on a boat shall be in writing, and worded to permit a Yes / No answer.

A4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

A4.6 A breach of items SIs Addendum A4.2 and A4.3 will be considered as damage and the sum of GBP 25 deducted from a helm's Damage Deposit.

ADDENDUM B

DAMAGE PENALTIES

SlS Addendum C3.11 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This Addendum explains how damage will be assessed, and prescribes the appropriate level of penalties. The PC may impose additional penalties if it has good reason to do so.

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”.

Damage Levels

Level	Extent	Effect
Level A - Minor Damage	Up to 1 man-hour to repair	Boat may race without repair.
Level B - Damage	More than 1 man-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

Point-penalties are penalties that may be imposed by umpires or the PC after a race to boats that break RRS 14. In Stage One (Round-Robins), point-penalties are added to the total race-loss score of the team in which one of the boats breaks RRS14. In Stage Two (Knock-Out), point-penalties are subtracted from the total race-win score. The schedule of point-penalties is as follows:

Level	Round-Robin	Knock-Out
Level A	No Penalty	No Penalty
Level B	½ race loss	1 race loss
Level C	3 race losses	1 race losses

If a competitor requests a hearing when a point-penalty is imposed for either Damage Level A or B, the PC may decide (in the hearing) to give a greater penalty. When the damage level is assessed as Level C, the point-penalties will be imposed by the PC.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of point-penalties, and is not linked to any OA deductions from the competitor’s Damage Deposit.

Any point-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 point-penalty given on the water.

ADDENDUM C

MAJOR ALTERATIONS TO THE RRS

Changes to the rules of Part 2 have been authorised by World Sailing under RRS 86.2.

C1. Add new definitions

C1.1 ***Helm.*** The Helm is the crew member on-board who is in charge of the boat and the crew and all other persons aboard.

C1.2 ***Leg to a leeward mark***

A boat is on a *leg to a leeward mark* when on a leg of the course from Mark 1 to Mark 2, from Mark 1 to Mark 3, from Mark 3 to Mark 4, or from Mark 3 to the Finish Line.

C1.3 ***Another leg.*** A boat passes to *another leg* of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding.

C.2 Changes to the rules of Part 2, 3 and 4

C2.1 RRS 17 is deleted.

C2.2 RRS 31 (Touching a Mark) 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*.”

C2.3 Part 4 Preamble and RRS 40 is changed. See SIs 1.6.

C2.4 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.

C2.5 The umpires may decide that any hard contact (contact between hulls and / or rigs) is damage for the purposes of initiating a penalty under RRS D2.3(d).

3. Changes to RRS Appendix D

Protests and Penalties

C3.1 Delete RRS D1.2(c) and replace 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 Part 2 or rules 31 or 42, shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intention to protest or to request redress and, when applicable, identify the protested boat.”

C3.2 A boat intending to request redress under 62.1(b) or (c) for an incident in the racing area shall display a Red flag at the first reasonable opportunity after the incident. She shall display the Red flag until it is acknowledged by the RC or by an umpire.

C3.3 Delete RRS D1.2(g) and add new rule D1.2(g):

“Protests and requests for redress that deal with scoring and other matters that do not arise from incidents in the racing area shall be notified to the race office within 30 minutes after the finish of the last boat in the last race of the day. However, boats are required to notify the race officer as soon as practicable.”

C3.4 Add new rule D1.2(h):

“If the PC decides that a breach of a rule, other than a rule of RRS Part 2 has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a re-sail or to impose no penalty.”

C3.5 RRS D1.3 (a) (Penalties) first sentence is changed to:

“When on an upwind leg of the course a boat may take a penalty by gybing, or when on a *leg to a leeward mark* of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or RRS 31 or RRS 42, in an incident while racing. Between the preparatory signal and the starting signal the penalty shall be taken by gybing.”

- C3.6 Add new RRS D1.3(d):
“When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage and/or injury, they may impose race-loss penalties as prescribed in Addendum B without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires.” This changes RRS D3.1(d)(1) and RRS D3.1(d)(3).

Umpired Races

- C3.7 RRS D2.2 (a) (Protests by Boats) is changed to:
“She shall hail “Protest” and conspicuously display a Yankee flag at the first reasonable opportunity for each”.
- C3.8 RRS D2.2(f) (Protests by Boats) is amended as follows:
“A boat penalized by an umpire shall take a One-Turn Penalty, one tack and one gybe.”
- C3.9 RRS D2.3 (Penalties Initiated by an Umpire) is amended as follows:
The last paragraph is deleted and replaced with the following:
“The umpire shall signal a decision is compliance with RRS D2.4. A boat penalized by an umpire shall take a One-Turn Penalty, one tack and one gybe, except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn penalties.”
- C3.10 Add to RRS D.2.3(h) ((Penalties Initiated by an Umpire):
“a boat fails to comply with any ‘Prohibited Items and Actions’ in SIs Addendum A2.”
- C3.11 RRS D2.4(b) (Signals by an Umpire) is amended as follows:
“To penalize a boat a coloured flag identifying the boat, with one long sound, and pointing the coloured flag at her means: “The identified boat shall take a penalty by complying with SIs Addendum C3.8.”

Scoring

- C3.12 RRS D3.1(d)(3) is deleted and replaced with the following:
“when the boat has broken rule 1, 2, or 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race loss points may be added to her team score, or no penalty may be imposed. When point-penalties are added to one team's score the results for the other teams will remain unchanged.” For breaches of RRS 14 with damage and / or injury, SIs Addendum B details the procedure.
- C2.13 RRS D4.2, D4.3, D4.4, D4.5 D4.6 and D4.7 (Scoring) are deleted. SIs Addendum D will be used.

Breakdowns

- C3.14 RRS D5 (Breakdowns) is deleted. After the Warning Signal, a race will not be postponed or abandoned due to breakdown.

ADDENDUM D

SCORING

The following scoring system replaces RRS Appendix D4. This scoring system is designed to allow all races sailed in an incomplete round-robin to be counted towards the final results.

D1 Round-Robins Stage

In the Round-Robin Stage teams shall sail against all other teams one or more times.

- D1.1 Add after the first sentence of RRS Appendix A5: 'When one of the boats in a race fails to sail the course in accordance with RRS 28.1 or 28.2, she will be scored DNF without a hearing.'
- D1.2 The losing team of each race scores one race-loss point; the winner scores no points except when there is a dead heat between boats that leaves the winner of the race indeterminable in which case they will each be scored half a race-loss point.
- D1.3 When a team withdraws from part of an event the scores of all in-completed races will be scored as loss points on the basis of the number of races she would have sailed had she not withdrawn.
- D1.4 When a single round-robin is terminated before completion, a team's score will be the total number of race-loss points scored by the team in all races sailed except as stated in SIs Addendum D1.6.
- D1.5 If any of the teams have sailed less than a total of three races in the round-robin series, the entire round-robin series will be disregarded and, if necessary, the event declared void.
- D1.6 When a multiple Round-Robin is terminated with an incomplete Round-Robin, only one race-loss point will be available for all the races sailed between any two teams, as follows:

Number of races completed between any two teams	Points for each loss
One	One Point
Two	½ point
Three	⅓ point

- D1.7 Stage One Rank Order: Teams will be placed in reverse order of their total scores, lowest number of race-loss points first.
- D1.8 A team that has won a race, but is disqualified for breaking a *rule* against a team in another race, will be scored a race-loss for that race (but the losing team shall not be awarded the win); and
- D1.9 When a team has been disqualified from participating in the remaining races of the Round-Robin series, the results from all previous races will stand, however she shall not be ranked for the event.

D2 Ties in Round-Robin Stage

- D2.1 For the purposes of tie-breaking a team's score will be the number of race-losses scored between the tied teams.
- D2.2 Ties between two or more teams in the Round-Robin Stage will be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, SIs Addendum D2.3(a) to D2.3(c) will be reapplied to them.

D2.3 Ties will be decided in favour of the teams(s) who:

- (a) placed in order, has the lowest number of race-losses in the races between the tied teams;
- (b) when the tie is between two teams in a multiple round-robin, has won the last race between the two teams;
- (c) has the fewest race-losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles will be used:
 - (i) the higher-place tie will be resolved before the lower-place tie, and
 - (ii) all the teams in the lower-place tie shall be treated as a single team for the purposes of SIs Addendum D2.3(c).

When SIs Addendum D2 does not resolve a tie, and if the tie needs to be resolved for a later stage of the event, the tie will be broken by a sail-off, when practicable. When the RC decides that a sail-off is not practicable, the tie will be decided in favour of the team who has the highest score in the Round-Robin Stage after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team, and so on until the tie is broken. When a tie is partially resolved, the remaining tie will be broken by reapplying rule SIs Addendum D2.

D3 Knock-Out Stage

D3.1 In the Knock-Out Stage, SI 7.9 states the first team to achieve two race-win points will be declared the Winner.

D3.2 When a Knock-Out Finals Stage is incomplete, and is terminated after at least one race in the Final match has been sailed, the Knock-Out Stage will be scored as complete. The team with the highest number of race-wins is the match winner. If the score is tied, the winner will be the team that won the last race between them. Otherwise, the event results will be determined by the rankings from the Stage One, Round-Robins. This changes RRS Appendix D4.7, Incomplete Knock-Out Stage.

ADDENDUM E
FORMAT AND TIMINGS

- Wednesday 25 September Registration in RYS Castle from 09:30 BST.
Sailing practice from 09:30 BST – book with RYS Office.
J70s based in Shepards Wharf Marina
Registration closes 18:00 BST.
Mandatory Initial Briefing in RYS at 18:30 BST
Opening Reception in RYS Pavilion at 19:30 BST. Dress:
Jacket and Tie.
- Thursday 26 September Stage One Round-Robins
Team Captains' Briefing RYS Haven at 08:00 BST
Teams racing to be ferried to Shepards Wharf Marina
Teams not racing to board Jenny Lee at 08:30 BST
First Warning Signal at 09:30 BST
J70s to return to RYS Yacht Haven
Commodores' Dinner at King's Manor. Dress: Casual
Officials' Dinner in RYS. Dress: Jacket and Tie
Team suppers available. Dress: Smart
- Friday 27 September Stage One Round-Robins
Team Captains' Briefing RYS Haven at 08:00 BST
Teams not racing to board Jenny Lee at 08:20 BST
First Warning Signal at 09:00 BST
Gala Dinner in RYS. Dress: Jacket and Tie.
- Saturday 28 September Stage One Round-Robins & Stage Two Knock-Out Finals
Team Captains' Briefing RYS Haven at 08:00 BST
Teams not racing to board Jenny Lee at 08:20 BST
First Warning Signal at 09:00 BST
Finals at TBD
J70s to be returned to Shepards Wharf Marina
Prizegiving – No later than 17:30 BST. Dress: Yachting.

ADDENDUM F
COURSE

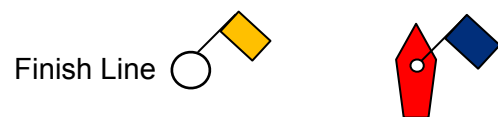
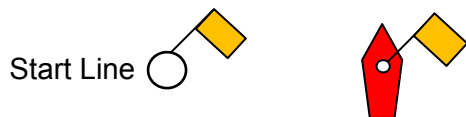
The Course to be sailed will be as follows: (not to scale)

Mark 1 ○

○ Mark 3

Mark 2 ○

○ Mark 4



- (a) Course One – odd-numbered races
Start – 1 – 3 – 4 – 3 – Finish
All marks shall be rounded to Starboard.

- (b) Course Two – even-numbered races
Start – 1 – 2 – 1 – 3 – Finish
All marks shall be rounded to Starboard.

ADDENDUM G
RACE SCHEDULE

To be distributed at the Mandatory Initial Briefing
to be held on Wednesday 25 September 2019

