

# Royal Thames Yacht Club

## Royal Thames **CARMELA CUP**

*Queen Mary Reservoir*  
*Saturday 27<sup>th</sup> and Sunday 28<sup>th</sup> March 2010.*

### **COMMODORE**

HRH The Duke of York CVO, ADC

### **VICE COMMODORE**

Peter Haslehurst

### **REAR COMMODORES**

Bernard Kinchin  
George Ehlers.

### **CHIEF SAILING OFFICER**

Malcolm McKeag

### **PRINCIPAL RACE OFFICER**

David Arnold

### **CHIEF UMPIRE**

Peter Johnson

All times in this programme are GMT.

## **NOTICE OF RACE**

*revised 16<sup>th</sup> March 2010*

### **1. THE EVENT**

- 1.1** Royal Thames Yacht Club Carmela Cup is the RYA Open Championship of Two-Boat Team Racing in Keelboats and is planned to take place on Saturday 27<sup>th</sup> and Sunday 28<sup>th</sup> March 2010.
- 1.2** The event will be held at Queen Mary Reservoir, Ashford Road, Ashford, Middlesex, TW15 1UA (<http://www.queenmary.org.uk/club/clubFind.asp>).
- 1.3** The Organising Authority is the Royal Thames Yacht Club.
- 1.4** The Championship will be sailed in J-80-type yachts provided by the Organising Authority.

### **2. RULES**

- 2.1** The Championship will be governed by the 'rules' as defined in the Racing Rules of Sailing 2009-2012.
  - 2.2** Races will be umpired.
  - 2.3** Right of Appeal will be denied in accordance with rule 70.5 (a) (of RRS 2009-2012, rule 70.4(a) of RRS 2005-2008)
  - 2.4** The Byelaws of Queen Mary Sailing Club (available at <http://www.queenmary.org.uk/docs/QMSC%20Bye-Laws%20May%202009.pdf> ) shall apply to all participants except that there is no requirement to wear a wet or dry-suit (but see 6.3 below). Neither Club accepts any responsibility for any loss or injury to competitors or guests however caused. Cars must be parked in the lower car park. Kit and sailing bags must be left in the changing rooms on the ground floor and not brought onto the upper floors and in particular the bar and clubroom areas. Dogs are not allowed in the reservoir grounds or club buildings except guide dogs.
  - 2.5** IRPCAS Rule 18 a (iv) ('a power-driven vessel shall keep out of the way of a sailing vessel') shall not apply between boats participating in the event and any umpire or other event support boat. Participants shall at all times avoid collisions with umpire and other support boats. RRS 14 shall be deemed to apply at all times whether racing or not.
  - 2.6** Dredgers operate on the reservoir. No boat shall at any time enter the area bounded the dredger's anchor buoys.
- ### **3. ENTRY**
- 3.1** A team shall comprise 8 persons who shall sail together in two boats, four to a boat.
  - 3.2** The entry fee is £320.00 payable on submission of the entry form.

**3.3 Communication between the Organising Authority and participants will be conducted primarily by e-mail. Each participant must provide the organisers with a working e-mail address.**

#### **4. RESPONSIBILITY**

**4.1 A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.**

**4.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By leaving her mooring or, in the event of a crew change, by coming to the starting area the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.**

**4.3 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury however it may have been caused, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters and, for the purposes of this clause, the umpires.**

#### **5. DAMAGE DISCLAIMER AND DEPOSIT**

**5.1 Before going afloat for the first time in an RTYC/ RYS J80, every participant shall lodge with the Organising Authority a signed Sailing Agreement (Appendix 1 to this Notice of Race). Participants not being members of RTYC or RYS may be asked to lodge a Damage Deposit of £500, to be administered by the OA in the manner outlined in the Sailing Agreement. Unused damage deposits will be returned at the end of the event unless retained by mutual agreement against participation in future events.**

#### **6. SAFETY**

**6.1 An adequate buoyancy aid shall be worn at all times while on the water. A wet suit or dry suit is not a buoyancy aid.**

**6.2 Any participant suffering a blood injury (i.e. an injury that draws blood) shall report the matter to the race committee immediately. That person may be required to proceed ashore straight away to receive first aid. Such decision will be made by the race committee.**

**6.3 Between 1<sup>st</sup> October and 30<sup>th</sup> April any participant not wearing a dry suit or wet suit and falling in the water such that the torso becomes immersed shall immediately return on shore and shall not again go afloat until wearing dry clothes next to the skin. Participants are strongly advised to bring with them a complete change of clothing.**

**7. SAILING INSTRUCTIONS**

**7.1** Sailing Instructions will be available at registration. They will be based on the current UKTRA sailing instructions with such amendments as the Race Committee considers appropriate.

**7.2** The courses to be sailed will be designated or indicated in the sailing instructions.

**8. PRIZES**

**8.1** Upon completion of a satisfactory series the winning team will be awarded the Royal Thames Yacht Club Carmela Cup. The best-placed University team consisting entirely of Undergraduates will be awarded the Royal Thames University Challenge Trophy. The Organising Authority shall be the sole judge of whether or not the series has proved a satisfactory national championship based on the number of races completed.

**9.0 REGISTRATION AND BRIEFING.**

**9.1** Teams must complete registration before going afloat.

**9.2** Registration will take place at Queen Mary Sailing Club, beginning at 0900 on Saturday 27<sup>th</sup> March 2010

**9.3** There will be a briefing for skippers each morning beginning at 0915 at QMSC. Attendance at the briefing will be mandatory.

**9.4** Questions at the briefing, to be answered by either the Principal Race Officer or the Chief Umpire as appropriate, shall be delivered to the Registration desk before 0915 and be phrased in such a way as to be answerable by either 'Yes' or 'No'.

# Royal Thames Yacht Club

at

Queen Mary Sailing Club

Appendix 1 to the Notice of Race

## J80 Sailing Agreement

*to be completed and signed by all Club members before sailing a club-owned J80*

Member Name: (print) .....

In taking part in a Royal Thames Yacht Club-organised event using the Club-owned J80s and/ or sailing in a Club-owned J80 I declare that I am a competent sailor and know of no reason why I should not undertake this activity.

I agree to be bound by the Racing Rules of Sailing (when applicable), the International Regulations for Prevention of Collisions at Sea (when applicable) and the byelaws of Queen Mary Sailing Club (when applicable). Specifically, I note that rule 18 a (iv) ('a power-driven vessel shall keep out of the way of a sailing vessel') shall not apply between the yacht in which I am sailing and any umpire or other event support boat operated on behalf of the Club.

***In respect of damage, breakage or loss of equipment I agree to be bound by the following convention:***

To report to the designated person at the event any damage, breakage or loss of equipment, concerning either the boat in which I am sailing or another boat, of which I become aware.

Where the damage, breakage or loss of equipment is identified as being my fault, the Club may debit my account up to the sum of £500 (the insurance excess) in respect of that incident;

Where the damage, breakage or loss of equipment is identified as being the collective fault of the boat or crew in which I am engaged for the event or the weekend, the Club may debit my account up to the sum of £500 (the insurance excess) divided equally between all members of the crew in respect of that incident;

Where the damage, breakage or loss of equipment is identified as being the result of an incident between two or more boats where responsibility cannot be apportioned, the Club may debit my account up to the sum of £500 (the insurance excess) divided equally between all the parties involved in respect of that incident;

Where the damage, breakage or loss of equipment is identified as having occurred during the event but a directly responsible party cannot be identified, the Club may debit my account up to the sum of £500 (the insurance excess) divided equally between all competing participants in the event in respect of that incident.

Signature .....

Date .....

## SAILING INSTRUCTIONS

### 1 Rules

- 1.1 Racing will be governed by the rules as defined in the *Racing Rules of Sailing* and Appendix D (Team Racing Rules). Class rules shall not apply. The prescriptions of the National Authority shall apply. Races will be umpired (rule D2.2).
- 1.2 The bye-laws of Queen Mary Sailing Club will apply. The Club accepts no responsibility for any loss or injury to competitors or guests however caused. Cars must be parked in the lower car park immediately after unloading. Dogs are not allowed in the reservoir grounds or club buildings except guide dogs.
- 1.3 Rule C2.7 shall apply (requiring arm signals from the helmsman when RRS 20 applies).
- 1.4 A boat that finishes (as defined) may not thereafter correct any error to comply with rule 28.1. This changes rule 28.1.
- 1.5 The boats supplied by the organisers shall be sailed in accordance with Appendix 3 – Handling the Boats. A boat may not protest another boat for infringement of this rule, but a warning or penalty may be issued or imposed by an umpire, amending rule D2.2(d). This changes rule 60.1.
- 1.6 A boat taking a penalty that includes a tack shall have the spinnaker head below the main boom gooseneck from the time she passes head to wind until the time she is on a close-hauled course.
- 1.7 An adequate personal flotation device shall be worn at all times while afloat. A wetsuit or drysuit is not an adequate personal flotation device. A boat shall not protest another boat for infringement of this Sailing Instruction, but the protest committee may impose a penalty of one race win without a hearing. This changes rules 40 and 63.1.
- 1.8 Right of appeal is denied in accordance with RRS 70.5.
- 1.9 Notwithstanding that versions of the sailing instructions have been sent to competitors by various means including electronically, the sailing instructions available at the skippers' briefing are the only official version.

### 2 Temporary Membership.

- 2.1 Race Officers, umpires, competitors and participants in the 2009 Royal Thames Carmela Cup not already members of the Club have been elected temporary honorary members of Royal Thames Yacht Club Limited and of Queen Mary Sailing Club for the duration of and while participating in the event.

### 3 Eligibility

- 3.1 To become eligible, a team shall register on arrival at the event. The team shall provide the damage deposit required by the Notice of Race before going afloat for the first time.
- 3.2 After registration, no team member may be changed without the prior permission of the race committee. Such permission will be given only in exceptional circumstances.

### 4 Notices to Competitors

- 4.1 Notices to competitors will be posted on the official notice board located in the upstairs area of Queen Mary Sailing Club.

### 5 Changes to Sailing Instructions

- 5.1 Changes to these SIs will be signalled by displaying flag L from the main committee boat. Such changes will be posted on the official notice board not less than 10 minutes before the warning signal of the first affected race.

### 6 Signals made Ashore

- 6.1 Signals will not be made ashore.

## 7 Event Format, Schedule of Races and Crew Transfer arrangements

- 7.1 The format of the event will be described on the official notice board at the event. The format may be modified during the event in a fair and practical way as solely determined by the race committee taking into account the entries, weather conditions, time constraints and any other relevant factors.
- 7.2 The schedule of races will be displayed on a notice board in the upstairs area of Queen Mary Sailing Club. Any changes thereto, and schedules for subsequent rounds, will be displayed not less than 10 minutes before the start of that phase of the competition.
- 7.3 Every race will be assigned a race number in the race schedule.
- 7.4 The race number will be displayed on the main committee boat from before the warning signal until after the start signal for that race. When the race number is displayed in this way, it overrides all prior communications, schedules or instructions. The race committee may, at any time, remove a particular race from the published sequence of races and run it at a later time.
- 7.5 Teams will be ferried to and from their boats by RIBs operating from the pontoon on the eastern side of Queen Mary Reservoir (NOT the pontoon in front of the Clubhouse). Teams should allow sufficient time to get from their off-duty place to the pontoon to be ferried to their boats. It is the responsibility solely of team members to ensure they are on hand to board their scheduled ferry. Races will not be delayed to wait for teams not ready to go afloat, and the lack of such delay shall not be grounds for redress.

## 8 The Course and Time Limit

- 8.1 Start and Finish line.  
The starting line will be between a staff with an orange or yellow flag on the main committee boat and a starting mark displaying a blue flag; the finishing line will be the same as the starting line.
- 8.2 The marks will be described at the skippers' briefing.
- 8.3 The course configuration will be described at the skippers' briefing.
- 8.4 The race committee may move marks of the course. Rule 33 shall not apply.
- 8.5 The time limit for each race will be 30 minutes. Boats failing to finish within five minutes after the first boat finishes will be scored DNF. This changes rule 35.
- 8.6 The sail combination to be used will be indicated by a letter displayed on the main committee boat as follows:  
A Jib and full main, spinnaker as required.  
B Jib and 1 reef, spinnaker as required.  
X Spinnaker not to be used.
- 8.7 When flying a spinnaker, crews shall ensure that the green leech tape is on the starboard side of the boat and the red leech tape to port. A boat may not protest another boat for a breach of this Sailing Instruction, but an umpire may issue a warning or award a penalty. This changes rules 60.1 and D2.2(d).
- 8.8 Other restrictions or instructions may be given to the boats orally by an umpire.

## 9 The Start

- 9.1 The signals for starting a race will as in Rule 26 and related race signals. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. The Warning flag for all races will be Flag R.
- 9.2

MINUTES	VISUAL SIGNAL	SOUND SIGNAL	
-4	Flag R displayed	One	Warning signal
-3	Flag P displayed	One	Preparatory signal

-1	Flag P removed	None	
0	Flag R removed.	One	Start

- 9.3 When a boat is subject to rule 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this changes rule 29.1. The race committee may hail the boat numbers of boats in breach of rule 29.1. The failure or absence of such a hail shall not be grounds for redress and nothing in this sailing instruction shall in any way limit the absolute responsibility of a boat to comply with rule 29.1.
- 9.4 A boat that fails to start, other than a boat that is OCS and has not returned to the pre-start side of the starting line, within two minutes of her starting signal will be scored DNS.
- 9.4 Attention may be drawn to an imminent warning signal by a series of short sound signals. If flag AP has been displayed, these signals may be used to draw attention to the imminent removal of AP. Starts will not be delayed for competitors who are not ready to go afloat when called or who do not proceed to the start area as quickly as possible. Redress will not be granted in such circumstances.

## 10 Protests and Penalties

- 10.1 The time limit for any protest or request for redress shall be 5 minutes after the end of the relevant race.
- 10.2 The protest committee may refuse to hear a protest or request for redress unless its outcome is relevant to progress, but not seeding, in the next round of the competition. This changes rule 63.1.
- 10.3 When the race umpires together with one other umpire (when available) decide that a boat has broken rule 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 rule D3.1(c). This changes rule 63.1.
- 10.4 A team that has already been penalised half a race win under SI 10.3 shall be penalised one race win for a second such infringement. The penalty for a third such infringement shall be disqualification from the competition.
- 10.5 Spare.
- 10.6 If, after a hearing, the protest committee finds that the damage was caused by deliberate action or gross negligence on the part of a competitor, it may disqualify his or her entire team from the event or apply any penalty to any of their races.
- 10.7 The protest committee may apportion responsibility for the damage between the teams involved in the incident, and the Organising Authority may recover any financial loss from the teams as apportioned.

## 11 Boats are Supplied by the Organising Authority

- 11.1 For each race, the race committee will allocate boats to the participating teams.
- 11.2 BREAKDOWNS
- 11.2a Competitors are responsible for inspecting their boats before racing.
- 11.2b When a boat is unable to continue racing, she shall report the matter to the race committee.
- 11.2c The race committee shall decide redress in accordance with rule D5, but may seek advice from the race umpires or from a protest committee.
- 11.2d The race committee may postpone a resail indefinitely and score each team half a race win unless the result is relevant to progress, but not seeding, in the next round.
- 11.3 CONTINUITY
- 11.3a 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.

11.3b 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 in racing trim. Any defects shall be reported to the race committee.

## **12.0 Prizes**

12.1 The principal prize will be the award of the Royal Thames Carmela Cup to the winning team. The cup will be retained at the Royal Thames Yacht Club.

## **13.0 Code of Conduct**

13.1 Skipper and crew shall comply with any reasonable request from any official, including attendance at official functions and shall not behave so as to bring the event into disrepute.

13.2 The penalty for an infringement of this SI is at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

13.3 Competitors shall at all times handle the boats and equipment with proper care and seamanship and in accordance with Appendix 3 – Handling the Boats.

## **APPENDIX 1 – SCHEDULE OF RACES**

Details available at the first briefing.

## **APPENDIX 2 – COURSE CONFIGURATION**

Details available at the first briefing.

## **APPENDIX 3 – HANDLING THE BOATS FOLLOWS ON NEXT PAGE**

## **APPENDIX 4 – CHARGES FOR LOSS OF EQUIPMENT OR DAMAGE TO BOATS FOLLOWS APPENDIX 3.**

## **APPENDIX 3 – HANDLING THE BOATS**

### **1 GENERAL**

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

### **2 PROHIBITED ITEMS and ACTIONS**

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet, backstay or vang.
- 2.15 Adjusting lifeline tension.
- 2.16 Using a reef line as an outhaul.
- 2.17 Cross winching foresail sheets.
- 2.18 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.19 The use of electronic instruments other than compass and watches.
- 2.20 Using the spinnaker pole to wing out the foresail.
- 2.21 Attaching the spinnaker pole to the shroud or shroud turnbuckle at any time.
- 2.22 Marking directly on the hull or deck with permanent ink.
- 2.23 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, the traveller and the vang.
- 2.24 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.25 A breach of SI C 2.23 or 2.24 are not open to protest by boats but are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### **3 PERMITTED ITEMS and ACTIONS**

The following are permitted.

- 3.1 Taking on board the following equipment:
  - (a) basic hand tools
  - (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
  - (i) bosun's chair
- 3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
- 3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.
- 3.4 Changing the number of mainsheet purchases.
- 3.5 The use of the following items to facilitate hiking is permitted, provided they are not modified in any way and any loads imposed does not result in damage:
- (a) working sheets
  - (b) standing rigging (but note Appendix C 2.23)
  - (b) fixed equipment

#### 4 MANDATORY ITEMS and ACTIONS

The following are mandatory.

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.
- 4.2 At the end of each sailing day:
- (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
- 4.3 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.
- 4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

#### 5 EQUIPMENT PROVIDED

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

##### SAILS and SAILING EQUIPMENT

Mainsail and set of battens  
 Small headsail  
 Spinnaker  
 One winch handle  
 One spinnaker pole  
 Two spinnaker sheets  
 Two headsail sheets  
 Tiller extension  
 Genoa cars

##### FLAGS

'Y' flag  
 Red protest flag  
 White 'Damage' flag  
 Blue identification flag  
 Yellow identification flag

##### SAFETY GEAR

**(Note: no lifejackets are supplied)**  
 Boat hook  
 First Aid kit  
 Bucket and lanyard  
 Flares  
 Life ring  
 Bilge pump

##### GROUND TACKLE

Anchor and chain  
 Anchor line

##### MOORING LINES and FENDERS

Two mooring lines  
 Two fenders

4 Lettered Tabbards (Bibs)

**APPENDIX 4 – DAMAGE CHARGES**

The charges below are all applicable where it is obvious that damage or loss was caused due to misuse by the user. The definitions of the damage will be decided by the person in charge of racing.

<b>Damage</b>	<b>Definition</b>	<b>Cost</b>
Hull	Gelcoat nicks	£50.00
	Minor damage not requiring lamination	£100.00
	Minor damage requiring lamination or new capping	£200.00
	Major damage	£350.00
Deck	Minor damage	£50.00
	Major damage	£250.00
	Minor winch damage	£35.00
	Major winch damage	£250.00
Sail damage	Rips smaller than 10cm	£25.00
	Rips larger than 10 cms up to 40cms	£50.00
	Rips larger than 40cms	£100.00
	Sail write off	£350.00
	Spinnaker write off	£450.00
Winch handles	Loss	£40.00
Bilge Pumps	Damage	£60.00
Flags	Loss	£15.00
Sheets	Damage or loss (per sheet)	£30.00
Spinnaker pole	End fitting damage (per fitting)	£50.00
	Pole break	£150.00
Deck fitting	Damage or loss – small items	£25.00
	Damage or loss of large items	£50.00
Hatches	Minor damage	£25.00
	Major damage	£150.00
Radios	Loss	£150.00
Buoyancy aids	Loss	£40.00
Tiller extension	Break	£100.00
Bibs	Loss	£50.00