



AP
AUDEMARS PIGUET

**International Team Racing Contest
for the
Cumberland Cup**

SAILING INSTRUCTIONS

Registration: Wednesday 12th May 2010
Practice: Thursday 13th May 2010
Racing: Friday, Saturday, Sunday
14th, 15th, 16th May 2010

COMMODORE

HRH The Duke of York KG,

VICE COMMODORE

Peter Haslehurst, Esq.

REAR COMMODORES

Mike Halstead, Esq

George Ehlers, Esq.

CHIEF SAILING OFFICER

Malcolm McKeag, Esq.

PRINCIPAL RACE OFFICER

Mrs Gillian Smith

CHIEF UMPIRE

Michael O'Connor, Esq

Royal Cork Yacht Club.

All times in this programme are BST.

1 Rules, Umpiring and Protest Committee

- 1.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing as amended by Appendix D Team Racing and these Sailing Instructions. The prescriptions of the RYA will apply. Races will be umpired.
- 1.2 The first sentence of rule 45 is deleted.
- 1.3 Rule D2.2 (b) (2) is deleted and replaced with 'A blue flag means "the blue team boat is penalised"; a yellow flag means "the yellow team boat is penalised". The umpire may hail or further signal to identify each boat that is penalised.' In rule D2.2(d) 'red' is replaced with 'blue or yellow'.
- 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 A boat scored NSF, no start/finish, by the race committee in accordance with these sailing instructions will be scored, without a hearing, points equal to the number of boats entitled to race. This changes rules D3.1(a) and 63.1
- 1.6 The boats supplied by the organisers shall be sailed in accordance with Appendix 3 – Handling the Boats.
- 1.7 Rule C2.7 applies (arm signal required when rule 20.1 applies).
- 1.8 An adequate buoyancy aid or lifejacket shall be worn at all times while afloat. A wet suit or dry suit is not adequate buoyancy. 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 hearing. This changes rule 63.1.
- 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.
- 1.10 After a hearing the Protest Committee may award any penalty it deems appropriate including No Penalty or Dsq. This changes rule 64.1(a).
- 1.11 The right of appeal is denied in accordance with rule 70.5(a).

2 Temporary Membership of Royal Thames Yacht Club.

- 2.1 Race Officers, umpires, competitors and participants in the 2010 Royal Thames Cumberland Cup not already members of the Club have been elected temporary honorary members of Royal Thames Yacht Club Limited for the duration of and while participating in the event.

3 Eligibility, Registration, Practice sessions and Skippers' Briefing

- 3.1 To become eligible a team shall register on arrival at the Event Office in the Library of the Royal Thames Yacht Club, 60 Knightsbridge, London between 1200 and 1800 on Wednesday 12th May. The team shall provide the damage deposit required by the Notice of Race at Registration.
- 3.2 Thursday 13th May is set aside for practice sailing sessions for visiting teams. Each session will last approximately 1 hour and each team will be allocated two sessions. The Practice Session Schedule will be available and on display in the Event Office. Teams may exchange session slots by mutual agreement but the schedule will not be re-arranged to suit the requirements of individual teams or their members.

- 3.3 There will be a general skippers' briefing at 1900 on Wednesday 12th May in the Model Room of 60 Knightsbridge. Attendance by at least one member from each team at the briefing is mandatory.
- 3.4 There will be a daily briefing at 0900 on each racing day at the Regatta Office at Queen Mary Sailing Club.
- 3.5 A list of crew names for each boat shall be provided by the Captain of each team and will be posted on the official notice board at QMSC before 0900 each day. Other than during a race, team captains may move crew members between boats. A new crew list for the boats affected specifying the races affected shall be delivered to the Chief Umpire as soon as is practicable but in no case later than 1 hour after the finish of the last race of the day. This list will be posted on the official notice board as soon as is practicable.

4 Notices to Competitors

- 4.1 Notices to competitors will be posted on the official notice board in the Event Office of the Royal Thames Yacht Club and repeated on the official notice board located in the Regatta Office situated at 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 at Queen Mary Sailing Club not less than 10 minutes before the warning signal of the first affected race. This changes Race Signals.

6 Signals made Ashore

- 6.1 Signals will not be made ashore.

7 Event Format, Schedule of Races, Scoring, Crew Transfer arrangements and Team Identification.

- 7.1 The event is a two-boat team racing tournament. The race committee may terminate any stage of the event when in its opinion it is impractical to attempt to hold the remainder of the races scheduled for that stage under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages
- 7.2 The schedule of races will be displayed initially on the official notice board in the Event Office of Royal Thames Yacht Club. The schedule may be modified during the event in a way solely determined by the race committee taking into account the weather conditions, time constraints and any other relevant factors. 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 between the preparatory signal and 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, or not at all.
- 7.5 Teams will be ferried to and from their boats by RIBs operating from the pontoon dock in front of Queen Mary Sailing Club. Teams should allow

sufficient time to assemble on the pontoon to be ferried to their boats before the finish of the preceding race or races. 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.

- 7.6 The penultimate sentence of rule D4.3 is deleted and replaced with: 'If a round once begun cannot be completed for whatever reason teams shall be scored from that round in order of their percentages of races won provided all teams have raced at least once in that round.' This changes rule D4.3.
- 7.8 The boats provided are equipped with yellow and with blue flags on the backstays. Crews will be provided with reversible bibs, blue on one side and yellow on the other, and with unique identifying letters for each team. Crews shall wear their bibs yellow side out or blue side out, and shall display yellow or blue flags on the backstay, in accordance with the colours shown on the race schedule.

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;
the finishing line will be between a staff with a blue flag on a committee boat and a finishing mark, probably a dan buoy also with a blue flag.
- 8.2 The marks will be described at the daily skippers' briefing.
- 8.3 The course configuration will be described at the daily 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 35 minutes. Boats failing to finish within five minutes after the first boat finishes will be scored NSF. If no boat has reached the first mark of the course after 10 minutes and/or the last mark of the course after 20 minutes the race shall be abandoned. Once both boats of one team have finished the race committee may terminate the race and award scores to the other boats in accordance with their places on the water. 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 Spinnakers not to be used
- 8.7 Other restrictions or instructions may be given to the boats orally by an umpire. This changes rule 90.2(c).

9 The Start

- 9.1 The signals for starting a race will be as SI9.2. Rule 26 and related race signals shall not apply.
- 9.2 The warning, preparatory and starting signals will be at 1 minute intervals.

| MINUTES | VISUAL SIGNAL | SOUND SIGNAL | |
|---------|------------------|--------------|--------------------|
| -4 | Flag R displayed | One | Warning signal |
| -3 | Flag P displayed | One | Preparatory signal |
| - 1 | Flag P removed | Long Sound | |
| 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 NSF.
- 9.5 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 Races will be umpired. Rule D2.4(b) applies. 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 10.3 shall be penalised one race win for a second such infringement in the competition. The penalty for a third such infringement shall be disqualification from the competition.
- 10.5 The race committee may report to the Protest Committee any incident of material damage occurring to a boat while in the charge of a competitor. This changes rule D2.4.
- 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. This changes rule 64.1(a).

- 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 act in accordance with D5.1 and report to the race committee, which shall act under section 11.2.c.

11.2c The race committee shall decide redress in accordance with rule D5, but may seek advice from the race umpires or from the 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 Cumberland Cup to the winning team. The cup will be retained at the Royal Thames Yacht Club.

- 12.2 Other prizes may be awarded.

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. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI APPENDIX 3 (Handling the Boats).

- 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 or the withholding of deposits.

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

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.

| Damage | Definition | Cost |
|------------------|--|-------------|
| 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 |