



## ROYAL THAMES YACHT CLUB CUMBERLAND CUP 2018

8 – 12 MAY

### SAILING INSTRUCTIONS

Abbreviations:

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

#### 1. RULES

- 1.1. The event will be governed by
  - 1.1.1. The 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
  - 1.1.2. The rules for Handling Boats (SI Addendum A), which also apply to any practice sailing or sponsor races.
- 1.2. The bylaws of the Queen Mary Sailing Club (QMSC). More information about these is contained in the NoR and on the QMSC website.
- 1.3. All races will be umpired.
- 1.4. RRS 14 shall apply at all times whether the boat is racing or not.
- 1.5. Any prescriptions of the National Authority that will apply will be posted on the ONB.
- 1.6. A Personal Flotation Device (PFD) shall be worn at all times while afloat and on the pontoons, except briefly while changing or adjusting clothing or personal equipment. This changes the Part 4 Preamble and RRS40.
- 1.7. An International Jury will be appointed and the right of appeal will be denied in accordance with Rule 70.5 (a) when it is essential to determine promptly the result of a race that will qualify a boat to compete in a later stage of the event.
- 1.8. Major changes to the RRS are detailed in SI Addendum C.
- 1.9. Photographic evidence may not be used by any party in any redress or protest hearing.

#### 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 lodge the damage deposit. In addition, each crew member shall complete and sign the Sailing Agreement at registration. The time and place of registration will be specified in Addendum E.
- 2.2 The damage deposit is the limit of liability of each crew for each incident. In the event that a deduction is made from the deposit, the crew will be required to restore the deposit to the original value to maintain eligibility.
- 2.3 Each crew 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 changed without the permission of the RC. Permission will only be given in exceptional circumstances.

#### 3. COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to Competitors will be posted on the ONB in the Regatta Office at QMSC.

- 3.2 All skippers shall attend the First Briefing, unless excused by the OA.
- 3.3 All skippers shall attend the Daily Briefing, unless excused by the OA.
- 3.4 Signals will not be made ashore. All signals will be made from the CV.

#### **4. CHANGES TO SAILING INSTRUCTIONS**

- 4.1 Changes to the SIs made ashore will be posted at least 10 minutes before the start of any race affected and will be signed by the RC and the Chief Umpire.
- 4.2 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 event will be sailed in provided J80 type boats; there are no class rules.
- 5.2 The boats to be sailed, and the sails to be used, will be provided by the OA and allocated by the RC. If crews are required to change boats during the Regatta, the RC will specify into which boat a crew will go.
- 5.3 The sail combination to be used will be indicated on a board on the CV or before the warning signal, as follows:
  - No signal Full Main and Jib. Spinnaker as required
  - Flag G Full Main and Jib. No Spinnaker.
  - Flag H Reefed Main and Jib. Spinnaker as required.
  - Flag J Reefed Main and Jib. No Spinnaker.
- 5.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Code Flag L is not required.
- 5.5 The RC will decide which boats are to be used for each stage, and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6 The RC may require a team to sail a substitute boat at any time.

#### **6. TEAM AND BOAT IDENTIFICATION**

- 6.1 Teams will be provided with bibs, with unique identifying letters for each team. Helms and one other crew member shall wear these bibs at all times when racing. Bibs should be worn displaying a white letter on a blue background.
- 6.2 Boats will be identified by their hull number. Boats shall display flags on the backstay, in accordance with the colours shown on the race schedule.

#### **7. EVENT FORMAT**

- 7.1 The event format is detailed in SI Addendum D.
- 7.2 The format may be modified during the event as determined by the RC taking into account the entries, weather conditions, time constraints and any other relevant factors. The decision of the RC shall be final and competitors shall not request redress in respect of such decision, changing RRS 60.1(b).
- 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 10 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 Every race will be assigned a race number in the race schedule. This race number will be displayed on the CV before the warning signal for that race. The RC may at any time remove a particular race from the published sequence of races and may decide not to run it at a later time, unless it is decided that its outcome is relevant to progress, but not seeding, in the next stage of the competition.
- 7.5 The RC may abandon any race at any time. This changes RRS 32.

#### **8 RACING AREA**

- 8.1 The racing area will be Queen Mary Reservoir.

## 9 COURSE

9.1 The courses are indicated in SI Addendum D. The identifying letter indicating the course configuration to be sailed will be displayed on a board on the CV.

### 9.2 Starting / Finishing Line

9.2.1 The starting / finishing line will be a straight line between the course side of the starting / finishing mark and the mast or staff displaying an Orange flag on the CV. A Blue Flag will not be displayed for the Finish. This changes Race Signals.

9.2.2 A buoy may be attached to the 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.

## 10 COURSE LIMITS

10.1 A number of concrete buoys are laid near the racing area marking the anchors of dredgers operating on the reservoir. In addition, part of the bund dividing the east and west sections of the reservoir has been removed, down to below the current water level. The line of the former bund between the dredger and the remaining part of the bund is marked by pillar buoys on both the east and west sides. No part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys marking the perimeter of either the dredger or the bund.

10.2 The imaginary lines between these buoys rank as obstructions.

10.3 There is no penalty for touching these buoys.

10.4 A breach of this SI is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3(h). This changes RRS 60.1 9 (see Addendum C3.9).

## 11 BREAKDOWN: TIME FOR REPAIRS AND REDRESS

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

11.2 Before the first warning signal of a race or within two minutes of finishing or within three minutes of changing into a new boat, whichever is later, a boat may display IC flag 'L' to signal a 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 close to leeward of the committee boat and remain there, unless otherwise directed. This use of flag 'L' changes Flag Signals.

11.3 The time for repairs will be at the discretion of the RC.









11.4 Competitors shall be responsible for inspecting their boats before racing.

11.5 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.

11.6 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.

## 12 STARTING PROCEDURE

12.1 Races will be started by using the following signals. This changes RRS 26:

Signal	Minutes before Starting Signal	Sound Signal	Visual Signals
Warning	3	One	 
Preparatory	2	One	 
One-minute	1	One	 
Starting	0	One	 

12.2 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 amends RRS 26.

12.3 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 one minute, after the starting signal. This amends 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.

12.4 A boat that fails to start within two minutes of her starting signal shall be scored DNS without a hearing.

12.5 A series of short sound signals will be made to advise competitors a Warning Signal is imminent. Code Flag AP will generally only be used for significant delays, those likely to be longer than 15 minutes.

### **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 sailing. 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, a boat that does not finish within 3 minutes of the last boat of the other team that has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

### **15 SCORING**

15.1 See RRS D3 and SIs Addendum D,

### **16 ADVERTISING**

16.1 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.

16.2 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising. This changes RRS 60.1.

### **17 RISK STATEMENT**

17.1 RRS 4 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

17.2 Sailing is by its nature an unpredictable sport and therefore involves an element of risk. They should be especially aware of the particular risks in team racing where boats are manoeuvred in close proximity and where the actions of other competitors, the action or inaction of the organisers, the umpires and drivers of other escort craft can also endanger their safety.

17.3 By taking part in the event, each competitor agrees and acknowledges that:

17.3.1 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;

17.3.2 They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

17.3.3 They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

17.3.4 Their boat is in good order, equipped to sail in the event, and they are fit to participate;

17.3.5 The provision of a race management team, patrol boats, and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

17.3.6 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; and

17.3.7 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.

### **18 CODE OF CONDUCT**

18.1 Competitors 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. The penalty for breaking this sailing instruction is at the discretion of PC and may include exclusion from further participation in the event, the withdrawal of any prizes or the withholding of deposits.

#### **Addenda:**

- A. Handling of Boats.
- B. Damage Penalties.
- C. Amendments to the RRS.
- D. Event Format and Scoring.
- E. Event Programme

## 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 Any additions, omissions or alterations to the equipment supplied. In particular, the cutting or shortening of any sheets, control lines or other running rigging.
- A2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- A2.3 The replacement of any equipment without the sanction of the RC.
- A2.4 Sailing the boat in a manner that it is reasonable to predict would cause significant damage.
- A2.5 Moving equipment from its normal stowage position except when being used.
- A2.6 Boarding a boat without permission.
- A2.7 Taking a boat from its berth or mooring without having paid the required Damage Deposit or having permission from the RC.
- A2.8 Hauling out a boat or cleaning surfaces below the waterline.
- A2.9 Perforating sails, even to attach tell tales.
- A2.10 Radio transmission (including mobile telephones), except to report damage or injury, or in response to a request from the RC.
- A2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- A2.12 Using a winch to adjust the mainsheet, backstay or vang.
- A2.13 Using a reef line as an outhaul.
- A2.14 Omitting any headsail car or turning block before sheeting onto a winch.
- A2.15 The use of electronic instruments other than compass, watches and small video devices such as Go-Pros.
- A2.16 Marking directly on the hull or deck with permanent ink.
- A2.17 A boat shall not tack, whether taking a penalty or not, unless the spinnaker head is below the main-boom gooseneck from the time she passes head to wind until she is on a close-hauled course.
- A2.18 When using a spinnaker, it may not be launched from or recovered through the main cockpit hatchway. (only the forward hatch may be used).
- A 2.19 When using spinnakers the spinnaker pole downhaul may not be detached from the pole or be removed from the deck fittings.
- A2.20 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle), or the boom, to facilitate tacking or gybing.
- A2.21 Breaches of SIs Addendum A2.17, A2.18 A2.19 and A2.20 are not open to protest by boats but may be subject to action by Umpires under RRS D2.3(h). This changes RRS 60.1.
- 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;
  - (i) 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;
  - (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 amends RRS 49.1.

- A4. MANDATORY ITEMS and ACTIONS.** The following are mandatory:
- A4.1 At the end of any race in which there has been contact and possible damage the skippers of the boats concerned must inform the RC. This will normally be via the umpires for the race concerned.
- A4.2 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.
  - (d) complying with any instruction from the RC.
- A4.3 At the end of the final day for a particular boat, removing all trash, removing all tape and marks and complying with any instruction from the RC.
- 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 cost of rectification may be charged against the Crew.

## ADDENDUM B DAMAGE PENALTIES

SIs 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.

Damage penalties are intended to:

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

### **Damage Levels**

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

### **Penalties**

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. If a competitor requests a hearing when a points penalty is imposed, the PC may decide (in the hearing) to give a greater penalty. Any penalties given will be deducted from the total race wins of the team concerned in the stage in which the damage occurred.

Level	Round-Robin	Knockout
Level A	No Penalty	No Penalty
Level B	½ race win	¾ race win
Level C	1 race win	1 race win

### **Deductions from Damage Deposits**

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor’s damage deposits.

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

## ADDENDUM C

### AMENDMENTS TO THE RRS

- C1. Add new definitions**
- C1.1 **Skipper:** The skipper is the crew member on-board who is in charge of the boat and the crew and all other persons aboard.
- C1.2 **Crew:** All the sailors on board any one boat, including the skipper
- C1.3 **Leg to a windward mark** for the purposes of taking penalties.  
A boat is on a *leg to a windward mark* when she is on a leg to Mark 1 or on the leg to an upwind Finishing Line. All other legs shall be considered as legs to a leeward mark.
- C1.4 **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 RRS16.2 is changed to:  
In addition, a *starboard-tack* boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if. As a result, the *port-tack* boat would immediately need to change course to *keep clear* of her.  
When this rule applies, the following changes to the Team Racing Call Book apply:  
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
- C2.2 RRS17 is deleted.
- C2.3 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*.”
- C2.4 Part 4 Preamble and RRS 40 is changed. See SIs 1.2 and 1.6 (PFDs)
- C2.5 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.
- C2.6 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).
- C3. Changes to RRS Appendix D**
- Protests and Penalties**
- C3.1 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.
- C3.2 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 RC as soon as practicable.”
- C3.3 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.”
- C3.4 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.”
- C3.5 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-win penalty as prescribed in Addendum C 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).
- C3.6 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”.



- C3.7 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.”
- C3.8 Add new RRS D.2.3(h) (Penalties Initiated by an Umpire):  
 “breaks SI 10.4 and SI Addendum A2.17, A2.18, A2.19, A2.20.”
- 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 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 SSIs Addendum C3.7.”

### **Breakdowns**

- C3.11 RRS D5 (Breakdowns) is deleted.

## **ADDENDUM D EVENT FORMAT AND SCORING**

### **Stage 1 – Round Robin Stage**

Teams may race any other team one or more times in Stage 1. The Race committee intends to continue with Stage 1 until Saturday 12 May with the last warning signal no later than 1300. The Race Committee will then progress with Stage 2. However, attention is drawn to SIs 8.2 and 8.6.

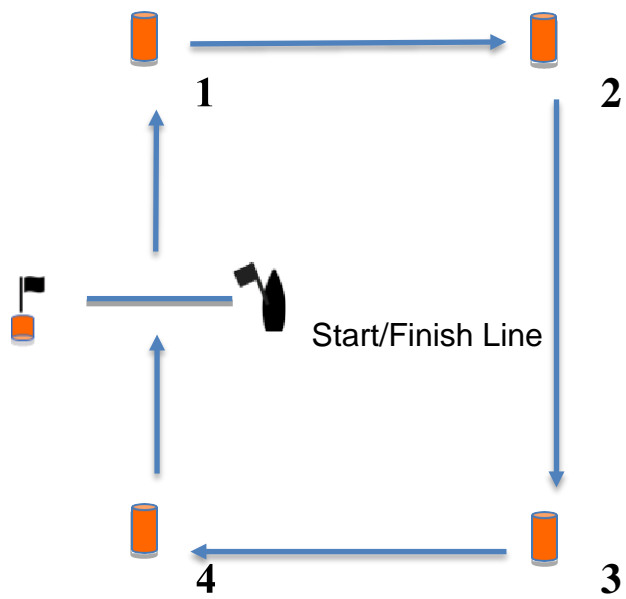
1. If all teams have raced all other teams the same number of times when Stage 1 is terminated, teams will be ranked on the basis of the first sentence of Rule D4.3 and ties will be broken using D4.4.
2. If, when Stage 1 is terminated, all teams have raced all other teams at least once but not all teams have raced all other teams the same number of times, the following rules shall apply:
  - 2.1. RRS D 4.2(b) and D4.5 are deleted
  - 2.2. One win-point shall be available for all the races sailed between any two teams, as follows:  
 Number of races completed between any two teams - Points for each win:
    - 1 - One win-point
    - 2 - Half win-point
    - 3 - A third of a win-point
 (etc.)
  - 2.3. Teams will be scored using D4.3 and ties broken using D 4.4 with 'race wins' replaced by 'win-points'. The word 'points' retains its original meaning distinct from 'win-points'.
  - 2.4. If a team is penalised a race win, this is converted to win-points as follows:  
 Minimum of races completed between any two teams - Points for each win:
    - 1 - One win-point
    - 2 - Half win-point
    - 3 - A third of a win-point
 (etc.)  
 (for other penalties this is apportioned pro-rata e.g. half a race win is half that given above)
3. If, when stage 1 is terminated, not all teams have sailed all other teams at least once, D 4.2, D4.3, D4.4 and D4.5 will apply.

### **Stage 2 - Finals and Petit Finals**

**Finals:** The first and second teams in Stage 1 will race against each other and the first team to win three points will win the regatta.

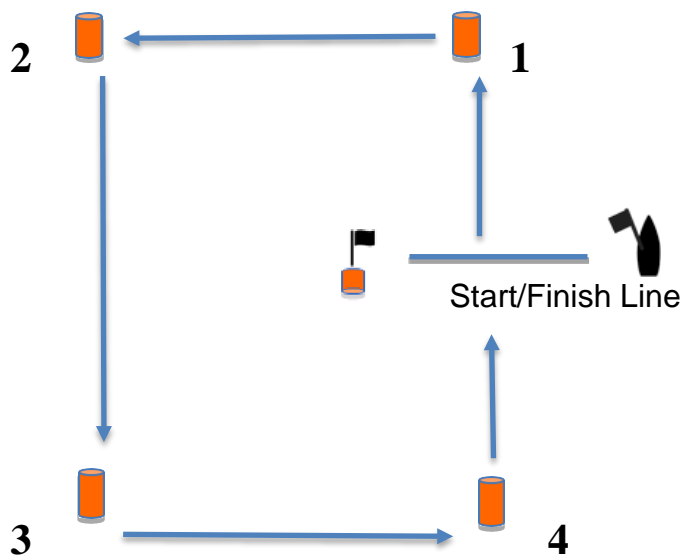
**Petit Finals:** The third and fourth teams in the Stage 1 will race against each other and first team to win two points will be placed in third place in the regatta.

**Courses**  
**Course A**



**Start – Mark 1 – Mark 2 – Mark 3 – Mark 4 - Finish**

**Course B**



**Start – Mark 1 – Mark 2 – Mark 3 – Mark 4 - Finish**

## **ADDENDUM E**

### **EVENT PROGRAMME**

**1) Event Office and Regatta Office**

The Event Office is located at RTYC and the Regatta Office at QMSC.

**2) Registration**

Teams should have registered at the RTYC or QMSC on Tuesday 8 May and will be required to register with the OA before going afloat even for practice.

**3) The Official Notice Board** is located at QMSC

**4) Sailing Programme**

a) 8 May

i) Registration. Teams will be required to register with the OA before going afloat even for practice.

ii) 1100 to 1500: Practice. Time slots to be arranged beforehand with the Event Office.

iii) 1800: Principle briefing. Attendance by at least one member of each team is mandatory.

b) Racing Days - 9, 10, 11, 12 May

i) 0845: All competitors except helms are required to rig boats as directed by the RC.

ii) 0845: Briefing by the Race Officer. Attendance by helms is mandatory.

iii) 1000: First Warning Signal on 9 May

iv) 0930: First Warning Signal on 10, 11, 12 May

c) The last warning signal for Stage 1 shall be no later than 1300 on Saturday 12 May.

d) The last warning signal on the final day shall be no later than 1600

**5) PFDs** will be provided as required.

**6) Details of daily transport arrangements, the social programme and prizegiving are available in the competitors' 'Welcome Pack' which will be distributed at Registration.**