



BRITISH ISLES KEELBOAT TEAM RACING LEAGUE

STANDARD SAILING INSTRUCTIONS 2019

The Organizing Authority will be the Host Club
and stated on the Regatta Sailing Instructions

Abbreviations:

CV – Committee Vessel	RC – Race Committee
OA – Organizing Authority	RRS – Racing Rules of Sailing 2017-20
ONB – Official Notice Board	SSIs – BIKTRL Standard Sailing Instructions 2019
PC – Protest Committee	RSIs – BIKTRL Regatta Sailing Instructions

Notation [DP]

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

1. RULES

- 1.1. The event will be governed by
 - (a) The 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
 - (b) The RSIs. In case of conflict between the RSIs and SSIs, the RSIs will prevail. This changes RRS 63.7.
 - (c) The rules for Handling Boats (SSIs Addendum A), which also apply to any practice sailing or sponsor races.
- 1.2. The Class of boat will be specified by the OA in the RSIs. Class rules will not apply for the specified boat. The use of Spinnakers may be permitted by the RSIs.
- 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. The right of appeal will be denied in accordance with RRS 70.5(a).
- 1.6. 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.
- 1.7. Major changes to the RRS are detailed in SSIs Addendum C.
- 1.8. All BIKTRL events will be run and treated in a similar manner.
- 1.9. Other applicable rules will be specified in the RSIs.

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. The time and place of Registration will be specified in the RSIs.
- 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 any knockout stage, and the results from those races shall be discounted when final positions are calculated.
- 2.6. Crews shall be comprised of any category of membership, or association, of the Club that they are representing.
- 2.7. Each Team shall have at least one crew member of each gender.
- 2.8. The age requirements of the Masters' Team is as follows:
 - (a) The Helm shall be aged 45 years or older on the first day of the Event.
 - (b) There are no restrictions on the age of the remainder of the Masters' Team.
- 2.9. There are two competitions, The Open and The Masters. A Masters' Team may compete for both The Open and The Masters' competitions.

3. COMMUNICATIONS WITH COMPETITORS

- 3.1. Notices to Competitors will be posted on the ONB.
- 3.2. All competitors shall attend the First Briefing, unless excused by the OA.
- 3.3. All helms shall attend the Daily Briefing, unless excused by the OA.
- 3.4. When Code 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 the SSIs or RSIs 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 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 a Regatta, the RC will specify into which boat a crew will go.
- 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. The RC will decide which boats are to be used for each stage, and when they decide a boat should not be used, the helm assigned that boat will be given the temporary use of another boat.

6. CREW MEMBERS, IDENTIFICATION and ASSIGNMENT OF BOAT

- 6.1. Each Club is expected to produce two teams, an Open Team, and a Masters' Team. For eligibility of the Masters Team, see SSI 2.8.
- 6.2. The total number of crew for one team, including the helms will be specified in the RSIs. The total number of crew shall be equally distributed between the boats.
- 6.3. The RC may require the helms of each Team to be clearly identified. This may be by the use of a bib with a letter, or using some other means. Any such required top-cover, worn by the helm, is to be visible to an umpire and the RC at all times. [DP]

- 6.4. The boats to be sailed by a team will be identified by a coloured flag affixed to the backstay and / or the shrouds. The colours will be specified in the RSIs. Boats will be exchanged, if required, in accordance with the Race Schedule in the RSIs.
- 6.5. The RC may require a team to sail a substitute boat at any time.

7. EVENT FORMAT AND TIMINGS

- 7.1. The event format, including number of boats in each Team, and Race Schedule will be detailed in the RSIs. The number of the next race to be sailed may be displayed on the CV. Failure to do so is not grounds for redress.
- 7.2. 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.
- 7.3. 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.
- 7.4. The RC may at any time remove a particular race from the published sequence of races and run it at a later time.
- 7.5. The number of races to be sailed each day will be determined by the RC.
- 7.6. The dates of the racing days and the intended times for the First Warning Signal will be specified in the RSIs.
- 7.7. 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.
- 7.8. When a race cannot start according to the schedule of races, subsequent starts may be brought forward. Competitors will be verbally advised by an umpire.
- 7.9. In a knock-out series between two teams:
 - (a) when the series has been decided, further races between these two will not be sailed,
 - (b) teams will exchange boats after odd matches of the series.

8. RACING AREA

- 8.1. The racing area will be specified in the RSIs.

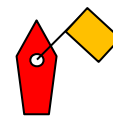
9. COURSE

- 9.1. The Course Configuration to be sailed will be specified in the RSIs. Configuration A is the configuration that is regularly used at some International Team Racing.
- 9.2. Course Configuration A (not to scale)

Mark 2

Mark 1

Start / Finish Line



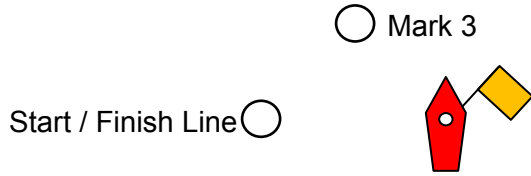
Mark 3

Mark 4

- (a) Course to be Sailed
 Start – 1 – 2 – 3 – 4 – Finish
 All marks shall be rounded to Port.

9.3. Course Configuration B (not to scale)

Mark 1 Mark 2

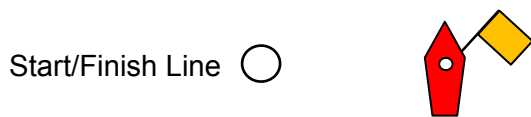


- (b) Course to be Sailed
Start – 1 – 2 – 3 – 1 – 2 – Finish
All marks shall be rounded to Starboard.

9.4. Course Configuration C (not to scale)

Mark 1

Mark 2



Mark 4

Mark 3

- (a) Course to be Sailed
Start – 1 – 2 – 3 – 4 – Finish
All marks shall be rounded to Starboard.

9.5. Course Configuration D (not to scale)

Mark 2

Mark 3

Mark 1

Mark 4



- (b) Course One
Start – 2 – 3 – 4 – 3 – Finish
All marks shall be rounded to Starboard.
- (c) Course Two
Start – 2 – 1 – 2 – 3 – Finish
All marks shall be rounded to Starboard.

9.6. Starting / Finishing Line

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

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 a Warning Signal is imminent.

12. CHANGE OF POSITION OF MARKS

- 12.1. 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.

13. TIME LIMIT

- 13.1. There shall be no time limit for races. However the RC may abandon a race for any reason. This changes RRS 33, and will not be grounds for redress.

14. SCORING

- 14.1. See RRS Appendix D3 and SSIs Addendum D, unless changed in the RSIs.
- 14.2. BIKTRL Series Ranking Points will be awarded as follows:

- (a) First place 100 points.
- (b) Second place 90 points.
- (c) Third place 80 points, etc.

14.3. Teams that sail with a 50:50 gender ratio will receive an additional 15% Series Ranking Points Bonus.

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

16. TRASH DISPOSAL

- 16.1. Competitors shall not put trash in the water. [DP]

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 specified in the RSIs.

18. BIKTRL PRIZES

- 18.1. The prize for the Open Competition will be The Royal Thames Cup.
- 18.2. The prize for the Masters' Competition will be The Royal Thames Masters' Trophy.

19. RISK STATEMENT

- 19.1. 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."
- 19.2. 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. Regatta Programme - See RSIs.
- F. Regatta Schedule - See RSIs.

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 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle), or the boom, to facilitate tacking or gybing.

A2.18 A breach of SSIs Addendum A2.17 is not open to protest by boats but may be subject to action by Umpires under RRS D2.3. This changes RRS 60.1. [DP]

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 SSIs 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 Whenever there has been contact, the crew of the boat shall inform the bosun or race umpires at the end of the race to allow for inspection.

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.

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 SSIs Addendum A4.2 and A4.3 will be considered as damage and the sum of £25 deducted from a team's Damage Deposit.

ADDENDUM B

DAMAGE PENALTIES

SSIs 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”.
- 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/race-loss 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 protest committee may decide (in the hearing) to give a greater penalty. Any penalties are added to one boat's or both boats' team race losses / wins for the Series in which the damage occurred.

Level	Round-Robin	Knockout
Level A	No Penalty	No Penalty
Level B	½ race loss	¾ race loss
Level C	3 race losses	3 race losses

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

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***

Configurations A & C. A boat is on a *leg to a leeward mark* when she is on a leg to Mark 2, Mark 3, or Mark 4.

Configuration B. A boat is on a *leg to a leeward mark* when she is on a leg to Mark 2, Mark 3, or the Finishing Line.

Configuration D. A boat is on a *leg to a leeward mark* when she is on a leg to Mark 1, Mark 3, Mark 4, or the Finishing 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 16.2 is changed to:

16.2 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

(A) 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

- (1) the proper course for each of them is close-hauled or above, or
- (2) one or both of them have over-stood 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.

(B) 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

C2.2 RRS 17 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 SSIs 1.6.

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).

3. Changes to RRS Appendix D

Protests and Penalties

- C3.1 Delete RRS D1.2(c) and replace with:
“A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The race committee or match umpires may request the protest committee to consider this. This changes RRS 60.1(b) and RRS 62.1(a).”
- 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 RC 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-win / race-loss 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).

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):
“breaks SSIs Addendum A2.17.”
- 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 SSIs 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 losses may be added to her team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other

teams shall remain unchanged.” For breaches of RRS 14 with damage and / or injury, SSIs Addendum B details the procedure.

C2.13 RRS D4.2, D4.3, D4.4, D4.5 D4.6 and D4.7 (Scoring) are deleted. SSIs 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 Series

In a round-robin series teams are to 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 shall 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 shall 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 shall 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 shall be the total number of race loss points scored by the team in all races sailed except as stated in SSIs D1.6.
- D1.5 When a multiple round-robin is terminated during any of the round robins, a team's score shall be the total number of race loss points scored by the team except as stated in SSIs D1.6.
- D1.6 However, if any of the teams have sailed less than a total of three races in the round-robin series, the entire round-robin series shall be disregarded and, if necessary, the event declared void.
- D1.7 Event Rank Order: Teams shall 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, shall be scored a 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 shall stand, however she shall not be ranked for the event.

D2 Ties in Round-Robins

- D2.1 For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.
- D2.2 Ties between two or more teams in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, SSIs D2.3(a) to D2.3(c) shall be reapplied to them.
- D2.3 Ties shall be decided in favour of the teams(s) who:
- (a) placed in order, has the lowest number of 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 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 shall be used:
 - (i) the higher-place tie shall 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 SSIs D2.3(c).

When SSIs D2 does not resolve a tie, and if the tie needs to be resolved for a later stage of the event, the tie shall be broken by a sail-off, when practicable. When the RC decides that a sail-off is not practicable, the tie shall be decided in favour of the team who has the highest score in the round-robin series 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 shall be broken by reapplying rule SSIs D2.

ADDENDUM E

REGATTA PROGRAMME

See RSIs

ADDENDUM F

REGATTA PROGRAMME

See RSIs