



**CORNERSTONE CUP 2022**  
**31 MAY - 3 JUNE 2022**

**SAILING INSTRUCTIONS (SI)**

**Organizing Authority (OA)**  
**Royal Yacht Squadron (RYS)**  
**Cowes, IoW, UK**

**Notations**

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

*The notation '[NP]' in a rule of the SI means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).*

Abbreviations:

CV – Committee Vessel  
OA – Organizing Authority  
ONB – Official Notice Board

PC – Protest Committee  
RC – Race Committee  
RRS – Racing Rules of Sailing 2021-24

**1 RULES**

- 1.1 The event will be governed by:
  - 1.1.1 The 'rules' as defined in the RRS 2021-2024, 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 RRS 20 is changed so that the following arm signals by the helmsman are required in addition to the hails:
  - 1.2.1 for room to tack, repeatedly and clearly pointing to windward; and
  - 1.2.2 for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
- 1.3 J70 Class Rules will not apply.
- 1.4 All races will be umpired. See SI Addendum C.
- 1.5 RRS 14 shall apply at all times whether the boat is racing or not.
- 1.6 The right of appeal will be denied in accordance with RRS 70.5(a).
- 1.7 RRS 17 is deleted
- 1.8 RRS 40.1 applies throughout the event.
- 1.9 Major changes to the RRS are detailed in SI Addendum C.
- 1.10 Where there is reference in the RRS or in the SI to the hull it will include the side extension tubes and connectors.
- 1.11 Each boat shall sail with four crew members.

**2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1 Changes to these SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC.
- 2.2 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.

- 2.3 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.
- 3 COMMUNICATIONS WITH COMPETITORS**
- 3.1 The online ONB is located at [www.RYS.org.uk](http://www.RYS.org.uk).
- 3.2 The Race Office is located in RYS, telephone 01983 292191, email: [mail@rys.org.uk](mailto:mail@rys.org.uk).
- 3.3 On the water, the RC intends to communicate with competitors via the umpires.
- 3.4 All competitors shall attend the First Briefing, unless excused by the OA.
- 3.6 *[DP]* From the first Warning Signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 4 CODE OF CONDUCT**
- 4.1 *[DP]* Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 *[DP]* Competitors and support persons shall handle any equipment and place any advertising provided by the OA with care, seamanship, in accordance with any instructions for its use, and without interfering with its functionality.
- 5 SIGNALS MADE ASHORE**
- 5.1 Signals made ashore will be displayed from the RYS Flagstaff.
- 5.2 When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP. This changes AP in Race Signals.
- 5.3 Flag D with one sound means 'The Warning Signal will be made not less than 60 minutes after Flag D is displayed'. *[DP]* Boats shall not leave RYS Haven until this signal is removed.
- 6 SCHEDULE OF RACES**
- 6.1 The Race Schedule will be displayed on the ONB and may be repeated on WhatsApp.
- 6.2 The event format will be in three stages. Stage One will be one or more Round-Robins. Stage Two, if decided by team captains, will be a Final Knock-Out Stage between the two top-ranked teams from Stage One, and a Petit-Final Knock-Out between the two bottom-ranked teams from Stage One. The winner of each Knock-Out will be the team first to achieve two race-win points. Stage Three, if time permits, will be some mix-n-match races, but which do not form part of the Cornerstone Cup. Format and Timings are detailed in SI Addendum E.
- 6.3 In Stage One, the Race Schedule will be as detailed at SI Addendum G. The Number of each race will be displayed on the CV.
- 6.4 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.
- 6.5 The scheduled time of the Warning Signal for the first race is at 10:30 BST.
- 6.6 No Warning Signal will be made after 14:30 BST.
- 7 CLASS FLAGS**
- 7.1 The Class flags will be the colour of the Flag that is affixed to each boat.
- 8 RACING AREA**
- 8.1 The racing area is intended to be in Osborne Bay.
- 9 COURSES**
- 9.1 The diagram in SI Addendum C shows the course, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.3 Courses will not be shortened. This changes RRS 32.
- 10 MARKS**
- 10.1 Marks 1, 2, 3, and 4 are all small Orange inflatable marks.

- 10.2 The starboard-end Starting Mark will be the CV displaying an Orange Flag. The port-end Starting Mark will be a small White inflatable mark, which may display an Orange Flag.
- 10.3 The port-end Finishing Mark will be the CV displaying a Blue Flag. The starboard-end Finishing Mark will be a small White inflatable mark, which may display an Orange Flag.

## 11 OBSTRUCTIONS

- 11.1 Not applicable.

## 12 THE START

- 12.1 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

- 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 changes 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 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 a cause for redress. This changes RRS 62.1(a).
- 12.4 To alert boats that a sequence of races will soon begin, the Orange Starting Line Flag will be displayed with one sound at least five minutes before the First Warning Signal is made.
- 12.5 Within a sequence of races, a series of short sound signals will normally be made to advise competitors that a Warning Signal is imminent.
- 12.6 The Starting Line will be a straight line between the course side of the port-end Start Mark and the staff displaying an White flag on the CV. This changes RRS Race Signals.
- 12.6.1 A buoy may be attached to a CV anchor line just below keel depth. Boats shall not pass between this buoy and the CV at any time. This buoy is part of the CV ground tackle. A breach of this SI shall be considered a breach of RRS 31.
- 12.7 Boats whose Warning Signal has not been made shall avoid the starting area during the starting sequence for other races.

## 13 CHANGE OF THE NEXT LEG OF THE COURSE

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

## 14 THE FINISH

- 14.1 The Finishing Line will be a straight line between the course side of the starboard-end Finish Mark and the staff displaying a Blue flag on the CV.
- 14.2 A buoy may be attached to a CV anchor line just below keel depth. Boats shall not pass between this buoy and the CV at any time. This buoy is part of the CV ground tackle. A breach of this SI shall be considered a breach of RRS 31.
- 14.3 Any signal (whistle) at the Finish is only an indication that the boat signalled has crossed the Finish Line. It is not an indication that the boat has correctly sailed the Course and finished.

## 15 PENALTY SYSTEM

- 15.1 Damage penalties are listed in SI Addendum B.
- 15.2 Umpired race penalties are listed in SI Addendum C.

## 16 **TIME LIMITS**

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

## 17 **HEARING REQUESTS**

- 17.1 Not applicable.

## 18 **SCORING**

- 18.1 The scoring system is described in SI Addendum D. This changes RRS Appendix D3.  
18.2 The provisions of RRS 90.3(e) will apply.

## 19 **SAFETY REGULATIONS**

- 19.1 Teams will be identified either by their Club Bib, or by a Lettered Bib supplied by the OA. Where two bibs are provided, one shall be worn by the helm, and shall be visible to an umpire and the RC at all times.

## 20 **REPLACEMENT OF CREW OR EQUIPMENT**

- 20.1 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.  
20.2 Any team that is given permission to sail without the required number of crew or gender mix may be allowed to sail, but will be scored a Race Loss for each race sailed. They shall not be eligible to compete in the Final Stage.  
20.3 *[DP]* Substitution of damaged or lost equipment is not allowed unless authorized in writing by the RC. Requests for substitution shall be made to the RC at the first reasonable opportunity, which may be after a race.

## 21 **EQUIPMENT AND MEASUREMENT CHECKS**

- 21.1 *[DP]* When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.

## 22 **SUPPLIED BOATS**

- 22.1 J70-type boats, and the sails to be used, will be provided by the OA and allocated by the RC.  
22.2 The boats to be sailed by a team will be identified by a coloured flag positioned by the backstay. The Team Identification colours are Blue and Yellow.  
22.3 The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires.  
22.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Code Flag L is not required.

## 23 **OFFICIAL VESSELS**

- 23.1 The CV is CASTLE TWO, a blue-hulled catamaran boat, with the word Committee displayed on each side of the hull.  
23.2 Umpire ribs will display Flag Uniform.

## 24 **SUPPORT TEAMS**

- 24.1 *[DP]* Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

## 25 **TRASH DISPOSAL**

- 25.1 Trash may be placed aboard official vessels, or deposited ashore.

## 26 **BERTHING**

- 26.1 *[DP]* Boats shall be kept in their assigned places while in harbour.

## 27 HAUL-OUT RESTRICTIONS

27.1 *[DP]* Boats shall not be hauled out during the event except with and according to the terms of prior written permission of the race committee.

## 28 DIVING EQUIPMENT AND PLASTIC POOLS

28.1 Underwater breathing apparatus and plastic pools or their equivalent shall not be used around keelboats between the preparatory signal of the first race and the end of the last race of the Event.

28.2 Keelboats shall not be cleaned below the waterline by any means during the Event.

## 29 PRIZES

29.1 The Cornerstone Cup will be awarded to the top finishing team.

29.2 Additional prizes may be awarded at the discretion of the OA.

## 30. RISK STATEMENT

30.1 Rule 3 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

30.2 Sailing is by its nature an unpredictable sport and therefore 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 organiser does not relieve them of their own responsibilities;

(f) the provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practicably provided in the circumstances;

(g) it is their responsibility to familiarize 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;

(h) they are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew.

## 31 INSURANCE

31.1 RYS provides insurance cover for the period of charter against fire and all usual marine and collision risks to include third party risks to such an extent as is required by law and in addition as RYS shall deem appropriate. A copy of the insurance policy is available for inspection if required. The hirer shall pay uninsured losses or damage.

31.2 All charterers will be responsible for paying the insurance excess of £750 per boat in the case of major damage and for any minor repairs required up to this amount unless otherwise agreed by the RYS.

## 32 BREAKDOWN SCHEDULE

32.1 RRS D5 (Breakdowns) is deleted. After the Warning Signal, a race will not be postponed or abandoned due to breakdown. This will not be a cause for redress and changes RRS 62.1.

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

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

32.4 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 a CV and display Flag L, if possible.

- 32.5 Before the Warning Signal of a race, or within two minutes of finishing, or within two minutes of changing into a new boat, whichever is later, a boat may display Flag L to signal breakdown or damage to the boat, her sails, or injury to her crew, and to request a delay to the next start. She shall proceed, as soon as possible, to a position to leeward of the Start CV, and remain there, unless otherwise directed.
- 32.6 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall immediately retire.
- 32.7 In the event of a breakdown, the RC may change the Race Schedule, and the allocated boats.

Addenda:

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

**ADDENDUM A**  
**HANDLING OF BOATS**

**A1. GENERAL**

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

**A2. [NP] PROHIBITED ITEMS and ACTIONS.** Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

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

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

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

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

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

A3.1 Taking on board and making appropriate use of the following equipment:

- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws;
- (b) adhesive tape;
- (c) line (elastic or otherwise of 4 mm diameter or less);
- (d) marking pens;
- (e) tell-tale material;
- (f) watch, timers and hand-held compass;
- (g) shackles and clevis pins;
- (h) Velcro tape;
- (l) spare flags;

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

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

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

A3.3 Changing the number of mainsheet purchases.

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

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

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

A4.2 At the end of each sailing day:

- (a) rolling, bagging and placement of the sails as directed;
- (b) leaving the boat in the same state of cleanliness as when first boarded that day;
- (c) releasing backstay tension.

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

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

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

A4.6 A breach of items SI Addendum A4.2 and A4.3 will be considered as damage and the sum of GBP25 deducted from a helm's Damage Deposit.



## ADDENDUM B

### DAMAGE PENALTIES

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

There are a number of things we are trying to achieve with penalties for damage

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results “on the water”.

#### **Damage Levels**

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

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

#### **Penalties**

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

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

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

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

#### **Damage Deposits**

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.

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.

## 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 **Not on a beat to windward**

See World Sailing Case 132.

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

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

C2.1 RRS 17 is deleted.

C2.2 RRS 31 (Touching a Mark) is changed to:

“While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*.”

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

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

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

### **3. Changes to RRS Appendix D**

#### **Protests and Penalties**

C3.1 Delete RRS D1.2(c) and replace with:

“A boat intending to request redress for an incident in the racing area, or protest for an alleged breach of a rule other than a rule of Part 2 or rules 31 or 42, shall, at the first reasonable opportunity after she finishes, inform the Race Committee at the finishing line of her intention to protest or to request redress and, when applicable, identify the protested boat.”

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

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

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

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

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

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

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

C3.6 Add new RRS D1.3(e):

“When three race umpires decide that one or more boats has broken RRS 14 in an

incident where there is damage and/or injury, they may impose race-loss penalties as prescribed in SI Addendum B without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.1(e). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires." This changes RRS D3.1(e)(1) and RRS D3.1(e)(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 D2.3 (Protests imposed by Umpires) is amended as follows:  
A boat penalized by an umpire shall take a One-Turn Penalty. However, when a penalty is imposed under rule D2.3, and an umpire hails or signals a number of turns, the boat shall take that number of One-Turn Penalties.
- C3.9 Add to RRS D.2.3(h) ((Penalties Initiated by an Umpire):  
"a boat fails to comply with any 'Prohibited Items and Actions' in SI Addendum A2."
- 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 SI Addendum C3.8."

### Scoring

- C3.12 RRS D3.1(e)(3) is deleted and replaced with the following:  
"when the boat has broken rule 1, 2, or 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race-loss points may be added to her team score, or no penalty may be imposed. When point-penalties are added to one team's score the results for the other teams will remain unchanged." For breaches of RRS 14 with damage and / or injury, SI Addendum B details the procedure.
- C2.13 RRS D4.2, D4.3, D4.4, and D4.5 (Scoring) are deleted. SI 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. This will not be a cause for redress and changes RRS 62.1.

## ADDENDUM D

### SCORING

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

#### **D1 Round-Robins Stage**

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

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

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

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

#### **D2 Ties in Round-Robin Stage**

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

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

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

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

### **D3 Knock-Out Stage**

D3.1 In the Knock-Out Stage, SI 6.2 states the first team to achieve two race-win points will be declared the Winner.

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

## ADDENDUM E

### RACING & SOCIAL PROGRAMME

#### All Timings BST

Tuesday 31 May	0930	Registration in RYS Pavilion.
	1000	Sailing practice – book with RYS Office.
	1800	Team Captains' Briefing in RYS Pavilion.
	1830	Mandatory Initial Briefing for all in RYS Pavilion.
	1900	Opening Reception in RYS Pavilion. Dress: Jacket and Tie.
	1930	Cornerstone Cup Supper in RYS. Dress: Jacket and Tie.
Wednesday 1 June		Round-Robins
	0830	Breakfast in RYS Pavilion
	0915	Briefing in RYS Pavilion
	1100	First Warning Signal
		Tea and Debrief after racing in RYS Pavilion
	1800	Depart RYS for King's Manor
	1830	Party at King's Manor. Dress: Casual.
Thursday 2 June		Round-Robins
	0830	Breakfast in RYS Pavilion
	0915	Briefing in RYS Pavilion
	1100	First Warning Signal
		Tea and Debrief after racing in RYS Pavilion
	1930	Gala Dinner in RYS. Dress: Jacket and Club Tie.
Friday 3 June		Round-Robins / Finals & Petit Finals
	0830	Breakfast in RYS Pavilion
	0915	Briefing in RYS Pavilion
	1100	First Warning Signal
	1500	Last time for a Warning Signal
		Prizegiving. Dress: Yachting.
	1930	Team suppers available. Dress: Smart Casual.

## ADDENDUM F

### COURSE

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

Mark 1 ● Mark 2 ●



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

When a boat is sailing towards Mark 1, the boat is on an upwind leg.  
When sailing towards any other mark of the Course, the boat is on a leg to a leeward mark.

**ADDENDUM G**  
RACE SCHEDULE

To be distributed at the Mandatory Initial Briefing  
to be held on Tuesday 31 May 2022