

**BAR VS BENCH TEAM RACING**  
**20 SEPTEMBER 2025**  
**ORGANIZING AUTHORITY (OA)**  
**ROYAL YACHT SQUADRON (RYS)**  
**SAILING INSTRUCTIONS**

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

Abbreviations:

CV – Committee Vessel PC – Protest Committee  
OA – Organizing Authority RC – Race Committee  
ONB – Official Notice Board RRS – Racing Rules of Sailing 2021-24  
RO – Race Office

**1. RULES**

- 1.1 The event will be governed by:
- 1.2 The 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
- 1.3 The rules for Handling Boats, SIs Addendum A, which also apply to any practice sailing.
- 1.4 RRS 20 is changed so that the following arm signals by the helm are required in addition to the hails:
  - (a) for room to tack, repeatedly and clearly pointing to windward; and
  - (b) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.
- 1.5 J70 Class Rules will not apply.
- 1.6 All races will be umpired. See SIs Addendum C.
- 1.7 RRS 14 shall apply at all times whether the boat is racing or not.
- 1.8 The right of appeal will be denied in accordance with RRS 70.3(b).
- 1.9 RRS 17 is deleted.
- 1.10 RRS 40.1 applies throughout the event.
- 1.11 Major changes to the RRS are detailed in SIs Addendum C.
- 1.12 Each boat shall sail with a maximum of four crew members.
- 1.13 When wind strengths are predicted to exceed 15 kts the RC may direct boats to reef mainsails. When so directed reefs are not to be removed without the authority of the RO.

All correspondence should be directed to:

The Royal Yacht Squadron, The Castle, Cowes, UK, PO31 7QT. Tel: 01983 292191, Email: [mail@rys.org.uk](mailto:mail@rys.org.uk)

- 1.14 Spinnakers are not to be used except during the final passage race back to the Royal Yacht Squadron when the RC may approve the use of spinnakers.

## 2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any Changes to these SIs 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 until the boats have departed for the racecourse.
- 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. COMMUNICATION WITH COMPETITORS

- 3.1 The online ONB is located at [www.rys.org.uk](http://www.rys.org.uk).
- 3.2 The RO is located in RYS.
- 3.3 On the water, the RC intends to broadcast race information and course information on VHF Ch. 77.
- 3.4 Umpires may communicate directly with competitors.
- 3.5 All competitors shall attend the first briefing unless excused by the OA.
- 3.6 From the first Warning Signal until the end of the last race of the day, a boat shall not receive voice or data communication that is not available to all boats. [DP.

## 4. CODE OF CONDUCT

- 4.1 Competitors and support persons shall comply with all reasonable requests from race officials.

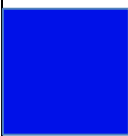

## 5. SIGNALS MADE ASHORE AND AFLOAT

- 5.1 Signals made ashore will be displayed at the RYS Lodge.
- 5.2 When flag AP is displayed ashore, "1 minute" is replaced by "not less than 45 minutes". This changes Race Signals AP.

## 6. SCHEDULE

- 6.1 An orange flag will be displayed from the CV as soon as possible after all competing boats have reached the Race area.
- 6.2 The Warning signal for the first race will be displayed not less than 5 minutes after the display of the orange flag.
- 6.3 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.
- 6.4 The warning signal for the last race, a passage race back to the Royal Yacht Squadron, will be made at approximately 1500.

## 7. TEAM FLAGS

BAR	
BENCH	

**8. RACING AREA**

- 8.1 The racing area is intended to be Osborne Bay in the vicinity of Race Mark 4X Colette (See Addendum D).

**9. COURSES**

- 9.1 The With the exception of the last race of the day courses will be in accordance with Addendum E. which depicts the course, the order in which marks are to be passed, and the side on which each mark is to be left.
- 9.2 The Course letter and number of laps will be displayed on the CV.
- 9.3 The last race of the day will be a passage race back to Cowes using a combination of laid marks and Solent Marks identified by name and two-character identifier as shown at Addendum D. The course will be promulgated by VHF radio. This race is not part of the main competition and will be scored separately.
- 9.4 For the passage race boats are not to pass south of the red Shrape Beacon ("Pile") or south of the detached Cowes Harbour Breakwater while racing.
- 9.5 The RYS finish line for the passage race is between the RYS flagstaff and a laid orange mark 300 metres to the north.

**10. MARKS**

- 10.1 With reference to Addendum A, marks 1, 1a, 4s & 4p will be Orange inflatable marks.
- 10.2 The Starting Marks will be the CV displaying an Orange Flag and a White Danbouy, with an Orange Flag.
- 10.3 The Finishing Marks will be the CV displaying an Orange Flag and a White Danbouy with an Orange Flag.

**11. OBSTRUCTIONS**

- 11.1 Any official boat in close attendance to a craft in difficulty is an obstruction.

**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 To alert boats that a race will soon begin, a series of short sound signals will normally be made to advise competitors that a Warning Signal is imminent.
- 12.4 The Starting Line will be a straight line between the course side of the port-end Start Mark and the staff displaying an Orange Flag on the CV.
- 12.5 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.

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12.6 When a boat is subject to RRS 29.1 (Recalls) the team colour(s) will be displayed with one sound; this changes RRS 29.1. The race committee may hail the sail numbers or the total number of premature starters.

### 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 finish line is between a staff displaying a orange flag on the CV and the course side of the finishing mark.

14.2 Any signal (Whistle) at the Finish is only an indication that the boat signaled 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 SIs Addendum B.

15.2 Umpired race penalties are listed in SIs Addendum C.

### 16. TIME LIMITS AND TARGET TIMES

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 When each team consists of 3 or more boats, the RRS Low Point System will apply.

18.2 Should each team consists of 2 boats only, RRS A4 is changed and the First Placed boat will be awarded 1½ points.

18.3 The winning team of **each race** shall be scored zero (0). The losing team shall be scored one (1).

18.4 The overall winner will be the team with the lowest score.

18.5 One (1) race shall constitute a series and there will be no discarded scores.

18.6 The passage race home will be scored separately in accordance with 18.1 and 18.2. above.

### 19. SAFETY REGULATIONS

19.1 All competitors shall wear personal flotation devices.

### 20. REPLACEMENT OF CREW OR EQUIPMENT

20.1 Not applicable.

### 21. EQUIPMENT INSPECTION

21.1 Not applicable.

### 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 affixed to the backstay and to the shrouds. The Team Identification colours are Blue and Yellow.

22.3 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 Mark laying vessels will be RYS Ribs.  
23.2 The CV will be a blue hulled catamaran – Call Sign Castle 2.

**24. SUPPORT PERSON VESSELS**

- 24.1 Not applicable.

**25. TRASH DISPOSAL**

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

**26. BERTHING**

- 26.1 Boats will be berthed in RYS Haven.

**27. HAUL OUT RESTRICTIONS**

- 27.1 Not applicable.

**28. DIVING EQUIPMENT AND PLASTIC POOLS**

- 28.1 Not applicable.

**29. PRIZES**

- 29.1 The Gordon Ungley Trophy will be awarded to the winning team.

**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 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 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 practically 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 competitor or safety briefing held for the event.

**31. INSURANCE**

- 31.1 The OA 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 the OA 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 The Insurance Damage Excess is up to £1,000 per incident.

**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. Chartlet of sailing area.
- E. Courses.

**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 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, 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 SIs Addendum A4.2 and A4.3 will be considered as damage and the sum of £25 deducted from a helm's Damage Deposit.

**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.

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**

Level	Extent	Effect
Level A - Minor Damage repair.	Up to 1 man-hour to	Boat may race without repair
Level B - Damage and	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 Liability.

**Penalties**

Penalties may be imposed by umpires after a race to boats that break RRS 14.

Any 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 penalty given on the water.

Point-penalties are penalties that may be imposed by umpires or the PC after a race to boats that break RRS 14. The schedule of point-penalties is as follows:

Level	Penalty
Level A	No Penalty
Level B	1 race loss
Level C	3 race losses

**Damage Deposits/Liabilities**

There is a liability of up to £1,000 per incident.

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**ADDENDUM C.****MAJOR ALTERATIONS TO THE RRS**

*Changes to the rules of Part 2 have been authorized 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).

**C3. Changes to RRS Appendix D****Protests and Penalties**

C3.1 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(e):

“When two 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.

**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 RRS D.2.3(h) (Penalties Initiated by an Umpire):

“a boat fails to comply with any ‘Prohibited Items and Actions’ in SIs Addendum A2.”

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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

C3.11 RRS D3.1(e)(3) is deleted and replaced with the following:

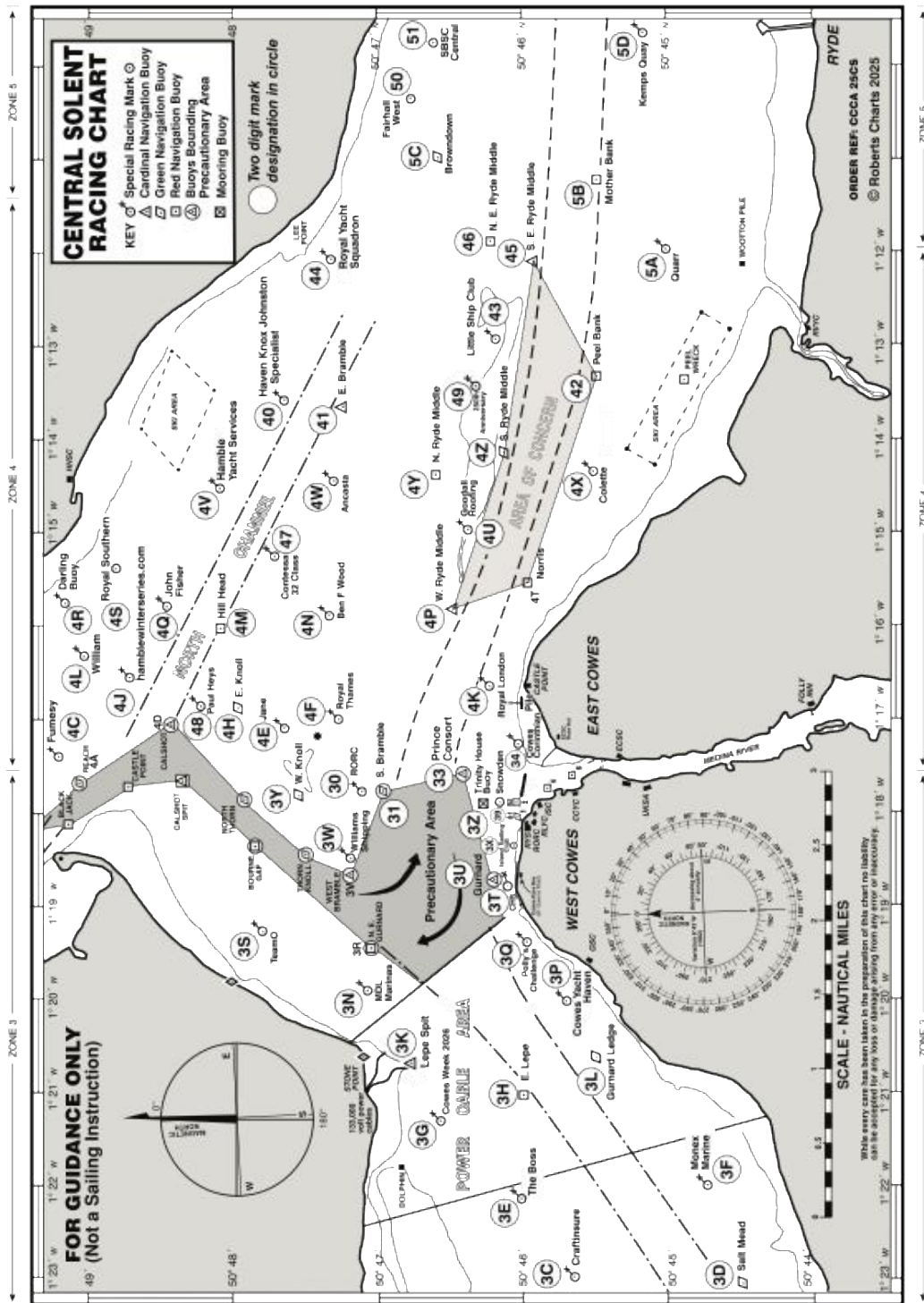
“when the boat has broken rule 1, 2, or 14 when she has caused damage or injury, or a *rule* when not *racing*, half or more race loss points may be added to her team score, or no penalty may be imposed. For breaches of RRS 14 with damage and / or injury, SI Addendum B details the procedure.

C2.12 RRS D4.2, D4.3, D4.4, and D4.5 (Scoring) are deleted. See SI 18.

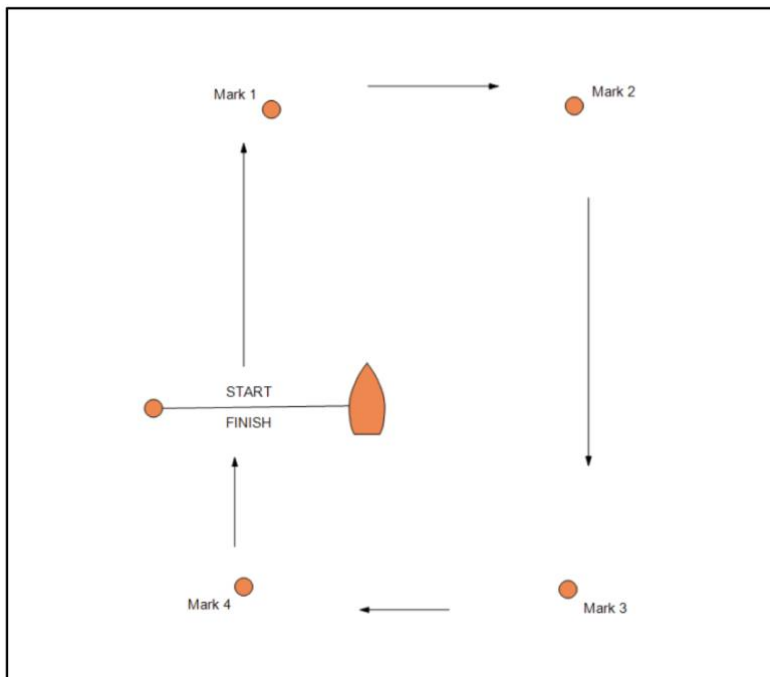
### Breakdowns

C3.13 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.



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**ADDENDUM E.****COURSE DIAGRAM****Box Course – (Not to Scale)****Course 'S':**

Start, round marks 1, 2, 3 and 4 in that order, finish.

Number of laps will be displayed on the CV next to the course identifier e.g. S2.

Marks are rounded to starboard.

On Leg 3, all start and finish marks shall be passed on the same side as the marks, and boats shall not cross the start or finish line, which rank as obstructions.