1 RULES
1.1 The event will be governed by
(a) the ‘rules’ as defined in the RRS, including Appendix C.
(b) these sailing instructions or any amendments thereto as may be published
(c) the Notice of Race issued for these events.

1.4 Change the first sentence of C11.1 to ‘A round-robin series means a grouping of competitors who are all scheduled to sail against each other one or more times.’

2 ENTRIES and ELIGIBILITY
2.1 Only skippers and crew duly registered and paid up in accordance with the Notice of race may take part.
2.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
2.3 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
2.4 When a registered skipper is unable to continue in the event, the RC may authorize an original crew member to substitute.
2.5 When a registered crew member is unable to continue in the event, the RC may authorize a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS
3.1 Notices to competitors will be posted on the official notice board located at the RMYC.
3.2 Signals made ashore will be displayed from the RMYC.
3.3 Skippers shall attend the first briefing, which will be at 09:00 on each race day.
3.4 A meeting with the umpires will immediately follow the last race of the day.

4 AMENDMENTS TO SAILING INSTRUCTIONS
4.1 Amendments to the SI made ashore will be posted at least one hour before the start of any race affected and will be signed by the RC.
4.2 Amendments made afloat will be signalled by the display of flag L and 3 sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS
5.1 (a) The event will be sailed in H-Boat type boats.
(b) The sails to be used will be allocated by the RC.
5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meanings:

<table>
<thead>
<tr>
<th>Signal Sail Combination to be used</th>
</tr>
</thead>
<tbody>
<tr>
<td>No signal = jib, mainsail, spinnaker</td>
</tr>
<tr>
<td>Flag R = no spinnaker</td>
</tr>
</tbody>
</table>

5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag L is not required.

6 IDENTIFICATION and ASSIGNMENT OF BOATS
6.1 Boats will be identified by bow numbers.
6.2 Boats will be allocated by the OA in accordance with a pre-determined draw.
6.3 Boats will be exchanged in accordance with the pairing list and race schedule.

7 CREW MEMBERS, NUMBER
7.1 The number of crew shall be a maximum of four (4) (including the skipper). All registered crew shall sail all races. The Entry fee shall be charged for four crew members.

8 EVENT FORMAT AND STARTING SCHEDULES
8.1 The event format and match pairing lists will be posted on the RMYC website and noticeboard prior to the days racing.
8.2 The Event is a series of round robins to be sailed by the four teams scheduled for the day with the option to sail a final knock out series on the last day of the series.

8.3 The latest time for an attention signal on the day of racing will be 16:00

8.4 The number of matches to be sailed each day will be determined by the RC.

8.5 (a) The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled.

(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'

8.6 Boats are available for sailing as from 08:30 so pre-booking is required.

8.7 The intended time of the first attention signal on each day is at 09:30 hrs.

8.8 Each subsequent flight will be started as soon as practicable after the previous flight.

8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

8.10 Crews sailing the last match of the day are expected to help pack up the boats.

9 RACING AREA & EXCLUSION ZONES

9.1 The racing area will be in Marsamxett Harbour in view of the RMYC

9.2 Exclusion Zones. Approximately 20 boat lengths ahead and 2 boat lengths abeam and astern of moving ferry, sightseeing and pleasure boats of 24 mtrs and over and 4 boat lengths around divers marks. The Umpires may award a penalty to any boat not observing this safe distance, even if no advantage is gained by doing so.

10 COURSE

10.1 (a) Course Configuration (not to scale)

Mark ‘W’ o

Mark ‘L’ o------ o Start/Finish Line

(b) Course signals and course to be sailed

Course signals will be displayed from the RC boat at or before the warning signal. Marks W and L shall be rounded to starboard.

Course Signal

No Signal = Start - W - L - W – Finish
‘S’ Signal = Start - W – Finish

(c) Description of Marks

The RC boat will be identified with an orange flag. The starting/finishing line mark will be an orange cylindrical buoy. Marks W an L will be red cylindrical buoys. The replacement mark will be an orange cylindrical buoy.

10.2 Starting/Finishing Line

The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a staff displaying an orange flag on the RC boat.

10.3 Abandonment and Shortening

(a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'

11 BREAKDOWN and TIME FOR REPAIRS

11.1 Before the attention signal of a flight a boat may claim Time for Repairs by hailing the umpires, for 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 RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

**12 STARTING PROCEDURE**

12.1 Starting signals according to RRS Appendix C will be modified as follows: Flag F (attention signal) will be displayed 6 min prior to starting signal (modifies C3.1).

**13 CHANGE OF POSITION OF THE WINDWARD MARK**

13.1 Changes to the course will be made by setting a replacement mark W which will be an orange cylindrical buoy.

13.2 Subsequent changes will revert to the original mark.

13.3 Signalling vessel. When a change of course is made, the signal shall be displayed from the RC boat with the preparatory signal, or before the first boat rounds the preceding mark.

Ie Flag C and a Red or green flag.

**14 TIME LIMIT**

14.1 A boat that does not finish **within 3 minutes** after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

**15 CREW POSITIONS**

15.1 No member of the crew may use the mast shrouds as a handhold or purchase to ‘hike’ out.

16 SPARE

**17 SPARE**

**18 CODE of CONDUCT**

(a) Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

(b) Competitors shall handle the boats and equipment with proper care and seamanship.

(c) The penalty for breaking this SI is at the discretion of the RC and may include exclusion from further participation in the event.

**19 DISCLAIMER**

19.1 All those taking any part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.