

Royal Saint George Yacht Club



MILLENNIUM BOWL

25th and 26th October 2025

Sailing Instructions

1 Rules

- 1.1 The event will be governed by the rules as defined in the *Racing Rules of Sailing*, including Appendix D, the Notice of Race, these Sailing Instructions, and the prescriptions of the Irish Sailing.
- 1.2 A boat scored NSF, no start/finish, by the race committee in accordance with these sailing instructions will be scored, without a hearing, points equal to the number of boats entitled to race. This amends rules D3.1(a) and 63.1.
- 1.3 Personal flotation devices shall be always worn when afloat except briefly while changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. This changes rule 40.
- 1.4 All races will be umpired.
- 1.5 Class rules will not apply.
- 1.6 Breaches of rules 28.1 and 28.2 seen by the Race Committee or an umpire shall be scored by the Race Committee without a hearing. This changes rule A5

1 Eligibility

- 2.1 To become eligible a team shall register as required by the notice of race. The team shall provide any required damage deposit before going afloat for the first time.
- 2.2 Team members may be substituted during the regatta in accordance with the agreement of the OA.

2 Notices to Competitors

- 3.1 Notices to competitors will be posted on the official notice board located in the Royal St George Yacht Club atrium outside the race office downstairs.

3 Changes to Sailing Instructions

- 4.1 Notices to competitors will be posted on the official notice board located in the Royal St George Yacht Club atrium outside the race office downstairs.

5 Signals made Ashore

- 5.1 The shore signal position is the club flagpole.
5.2 Flag AP with two sound signals (one sound signal when lowered) means "Races not started are postponed". The warning signal for the next race afloat will be made not less than five minutes after flag AP is lowered. This changes race signal AP.

6 Event Format, Schedule of Races and Scoring

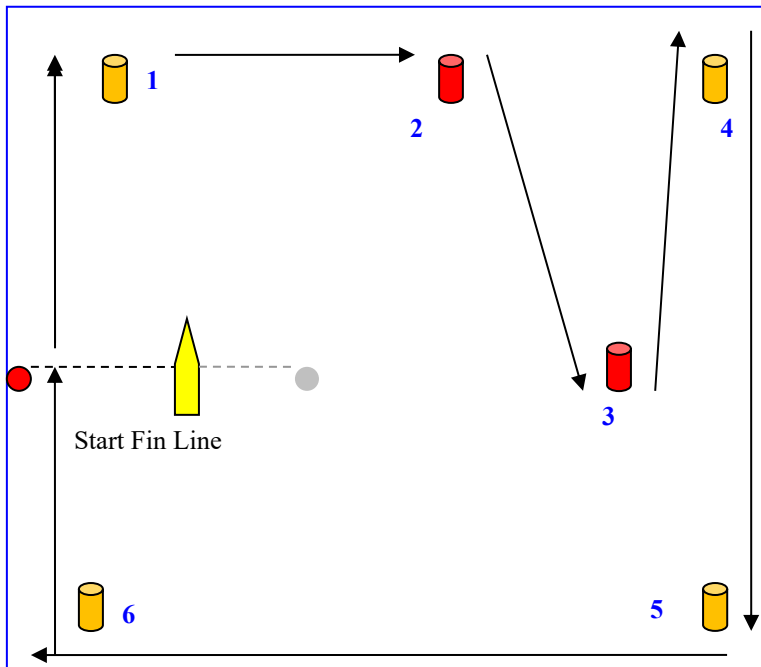
- 6.1 The event is a team racing competition between three clubs. Each club will sail an equal number of races against both other clubs, not counting a potential final between the top two teams for the Millennium Bowl. Please see Appendix 1, Schedule.
6.2 The schedule of races is shown in Appendix 1, identifying each team as A, C or E and specifying which boats shall be sailed by which team. A draw will be held at RSGYC to determine which team is team A, team C and team E. Bibs will be assigned to each team. The boats are identified by number and colour (green and yellow) and race in pairs (green v yellow). Every effort has been made to equalise the boats, which are regularly used for team racing.
6.3 A team shall score one point for a win, 0 for a loss. If all four rounds cannot be completed, the scores of the races that constitute the latest complete rounds sailed shall be counted.
6.4 The committee boat will display the race number on a large blackboard at the back of the Committee boat. This number will be displayed just before the race goes into sequence. The race committee may at any time remove a particular race from the published sequence of races and run it later.

7 The Course and Time Limit

- 7.1 Start Line will be between the mast of a committee boat, and a start mark on the port side.
7.2 Finish Line will be the same as the start line.
7.3 Details of the marks used will be made available at the briefing.
7.4 The course configuration will be a W course. Flag 'W' may be flown
7.5 Marks 2 and 3 may be left out by the RC to give a 'box' course. This will be communicated by the RC through the umpires and by hail from the race officer. Flag 'O' may be flown.
7.6 The race committee may move marks of the course. Rule 33 will not apply.

7.6 Unless otherwise specified in the appendix to these SIs, the time limit for each race will be 30 minutes. Boats failing to finish within ten minutes after the first boat finishes will be scored DNF. This changes rule 35.

COURSE DIAGRAM



8 The Start

- 8.1 Rule 26, *Starting Races*, will not apply.
- 8.2 A series of short sounds will be made prior to the first warning signal of a starting sequence.
- 8.3 No visual signals will be made. The starting sequence will be:

A Series of Short blasts approx. 20s before sequence start
 3 long hoots at 3 min,
 2 at 2 min,
 1 long & 3 short at 1 min 30 sec,
 1 long at 1 min,
 3 short at 30 sec,
 2 short at 20,
 1 short at 10 & 5,4,3,2,1 sec & 1 long at start, one start only)

- 8.4 Times shall be taken from the start of each sound signal.
- 8.5 The race number will be displayed on the start boat before the preparatory signal.
- 8.6 The starting line will be between a staff on the start boat and the starting mark.
- 8.7 A floating buoy may be tied off from the stern of the Committee boat. This buoy is part of the boat.
- 8.8 A boat shall start not more than 2 minutes after her starting signal.

- 8.9 When at a boat's starting signal any part of her hull, is on the course side of the starting line, the Race Committee shall promptly display flag X with one sound and may hail the sail numbers of premature starters. The flag shall be displayed until all such boats are completely on the pre-start side of the starting line or its extensions, but not later than **one minute after the starting signal**. Failure to hail, or failure of a boat to hear a hailed number, shall not be grounds for redress. This changes rules 29.1 and 62.1(a).

9 **Protests and Penalties**

- 9.1 D2.5 **Two Flag Protest Procedure** does **NOT** apply (i.e. One flag protest in force).
- 9.2 When a boat takes a penalty in accordance with rule D2.2(b), the other boat shall not be penalised for the same incident except:
- (a) under rule 14 when she has caused damage; or
 - (b) when both boats have broken a rule of part 2 (excluding rule 14) or D1.
- 9.3 The protest committee may decline to hear a protestor request for redress if its outcome is not relevant to progress to the next round of the competition. This changes rule 63.1.
- 9.4 Parties to a protest may be limited to one witness each when the protest committee decides that further witnesses will not assist it in finding facts. This changes rule 63.6.

10 **Use of Spinnakers, adjustment of standing rigging, breakdowns**

- 10.1 Spinnakers will not be used.
- 10.2 Standing rigging shall not be altered, nor any gear removed without the permission of the race committee.
- 10.3 **BREAKDOWNS**
- 10.3.1 Competitors are responsible for inspecting their boats before racing.
- 10.3.2 Competitors shall report any defects, damage or breakdown to the race committee at the first reasonable opportunity.
- 10.3.3 When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.
- 10.3.4 The race committee shall decide redress in accordance with rule D5.
- 10.3.5 The race committee may postpone a resail indefinitely and score each team half a race win unless the result is relevant to progress, but not seeding, in the next round.
- 10.3.6 In the event of a boat not being available for racing or replacement due to gear failure damage etc the Race Committee may nominate a four-boat race. The team with three boats will nominate which of their boats will not race. Last boat loses the match for its team. For points count back purposes the winning team will be awarded 5th place, the losing team 6th place.**
- 10.4 **CONTINUITY**
- 10.4.1 Before starting and after finishing or retiring, boats shall sail to minimise any delay to the race schedule and without interfering with any race in progress.

10.4.2 A boat shall remain the responsibility of the team until handed over to the race committee or the next team to use that boat. Boats shall be handed over as empty of water as practical and in racing trim.

10.4.3 Where possible a spare boat will be supplied.

11 Disclaimer of Liability, Insurance

11. A boat is entirely responsible for her own safety, whether afloat or ashore, and nothing, whether in the Notice of Race or Sailing Instructions or anywhere else, reduces this responsibility.

11.2 It is for the boat to decide whether she is fit to sail in the conditions in which she will find herself. By launching or going to sea, the boat confirms that she is fit for those conditions and that her crew is competent to sail and compete in them.

11.3 Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury, however it may have occurred, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, umpires, patrol boats and beachmasters.

11.4 The provision of patrol boats does not relieve the boat of her responsibilities

12 Prizes

The Millennium Bowl shall be awarded to the team scoring the greatest number of wins against the other two teams. The Dublin Decanter shall be awarded to the team scoring the greatest number of wins between the Royal Thames Yacht Club and the Royal St George Yacht Club. The Commodore's Quaiche, presented by the Royal Northern and Clyde Yacht Club, shall be awarded to the team scoring the greatest number of wins between the Royal Thames Yacht Club and the Royal Northern and Clyde Yacht Club. The Leather Goblet shall be awarded to the team scoring the greatest number of wins between the Royal St George Yacht Club and the Royal Northern and Clyde Yacht.

Appendix 1 The Race Schedule

All efforts to give every team a maximum number of races will be made. To do this, schedules will be run that maximise sailing, minimise changeovers and attempt to have teams sailing an equal number of total races and equal numbers of races between each other.

Unless sailing a final, we will be in either a Double Flight Format or Single Flight Format as below. The PINK line indicates at Race No.6 in the Double Flight and Race no. 3 in the Single flight the opportunity to end a flight at this stage where teams will have had equal races.

Flight Schedules will be repeated as time permits, results in each schedule carry forward to the next.

DOUBLE FLIGHT FORMAT									
each team sails 8 races per round									
	GREEN			YELLOW					
Boat No	1	2	3	4	5	6	AFTER RACE		
Race No.									
1	A	A	A	C	C	C			
2	A	A	A	C	C	C	A OUT E IN		
3	E	E	E	C	C	C			
4	E	E	E	C	C	C	C OUT A IN		
5	E	E	E	A	A	A			
6	E	E	E	A	A	A	E OUT C IN	Potential End of Flight	
7	C	C	C	A	A	A			
8	C	C	C	A	A	A	A OUT E IN		
9	C	C	C	E	E	E			
10	C	C	C	E	E	E	C OUT A IN		
11	A	A	A	E	E	E			
12	A	A	A	E	E	E			

SINGLE FLIGHT FORMAT									
each team sails 4 races per round									
	GREEN			YELLOW					
Boat No	1	2	3	4	5	6	AFTER RACE		
Race No.									
1	A	A	A	C	C	C	A OUT E IN		
2	E	E	E	C	C	C	C OUT A IN		
3	E	E	E	A	A	A	E OUT C IN	Potential End of Flight	
4	C	C	C	A	A	A	A OUT E IN		
5	C	C	C	E	E	E	C OUT A IN		
6	A	A	A	E	E	E			

If time permits a final may be sailed between two teams with the highest cumulative number of overall race wins to determine the winner of the Millennium Bowl.

The top ranked team will carry forward one race win into the final. The final will be the first team to 3 wins if time permits, failing that the first team to two wins.

APPENDIX 2 Rules for Handling the Boats

1.0 General

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. (Changes rule 62).

2.0 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:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended.
- 2.3 The replacement of any equipment without the sanction of the Organising Authority.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the Organising Authority.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Using a flattener as a reef.
- 2.10 Attaching lines to the fabric of spinnakers.
- 2.11 Perforating sails, even to attach tell tales.
- 2.12 Radio transmission, including the use of mobile phones, except to report damage or in response to a request from the race committee.
- 2.13 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.14 Using a winch to adjust the mainsheet vang or backstay.
- 2.15 Using a reef line as an outhaul.
- 2.16 Cross winching foresail sheets.
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 The use of electronic instruments other than compass and watches.
- 2.19 Marking directly on the hull or deck with permanent ink.
- 2.20 Attaching the spinnaker pole to the shrouds or shroud turnbuckles at any time.
- 2.21 Use of the shrouds to assist tacking or gybing the boat, either by applying crew weight or by any other means.

3.0 Permitted Items and Actions

3.1 Taking a bag on board containing:

- a) basic hand tools
- b) adhesive tape
- c) line (elastic or otherwise of 4mm diameter or less)
- d) marking pens
- e) tell tale material
- f) hand held compass
- g) shackles and clevice pins
- h) Velcro tape
- i) VHF radio

3.2 The use of the contents of the bag 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

4.0 Mandatory Items and Actions

The following shall be mandatory:

4.1 At the end of each sailing day, for the last crews to use the boats:

- 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.

4.2 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

Appendix 3 Penalties for Damage resulting from contact between boats

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect	Pts Penalty
Level A: Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.	20%
Level B: Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.	50%
Level C: Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.	100%

When both boats break RRS 14, they should both receive a point's penalty. 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.

The penalty will be the whole number (rounding 0.5 upward) nearest to the specified percentage of the number of boats entered in the championship, but never less than 1 point.

Deductions from Damage Deposits

Any point's 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's penalty given on the water.

Appendix 4 Fleet Racing

If it's too windy for Team Racing, we may run Fleet Racing. Team Captains will decide on the format. RTYC will provide the prize. The fleet racing results are not part of the overall event standings, merely a way to keep sailors, umpires and race teams occupied!