



**3<sup>rd</sup> Annual Jim Thompson Cup  
TAYC Match Race Championship  
June 12& 13, 2021  
Tred Avon Yacht Club  
Oxford, MD**

**SAILING INSTRUCTIONS**

**1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing* (RRS), including Appendix C, and the Shields Class Sailing Association.
- 1.2 Appendix C of RRS is modified as follows:
  - a. C2.7, C6.1(b), C6.3, C6.4(b), C6.6, C6.7, C9, C11.1, C11.2(a) and C11.3 are deleted.
  - b. In C5.1, "A green and White flag" is replaced by "A green flag".
- 1.3 The US Sailing prescriptions to RRS 60, 63.2 and 63.4 will not apply.
- 1.4 In the event of a conflict between the *Notice of Race* and the *Sailing Instructions*, the *Sailing Instructions* take precedence. This changes RRS 63.7.
- 1.5 When a boat in a match fails to sail the course in accordance with RRS 28.1, she will be disqualified without a hearing and scored as a loss unless both boats in the match have sailed the same course in which case the boats will be scored as if they had sailed the course in accordance with RRS 28.1. This changes RRS 28, 35, 63.1, 90.3(a) and A5.
- 1.6 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.
- 1.7 If the first boat has finished leaving the second boat in the match owing a penalty, the umpires may signal in accordance with RRS C5.5 that the outstanding penalty is now completed and remove the corresponding penalty flag. Once she then finishes, the second boat will be scored with a loss without the requirement of completing her penalty turn before finishing. This changes RRS C7.4.

**2 ENTRIES and ELIGIBILITY**

- 2.1 Eligibility:
  - a. The event will be sailed in Shields class boats.
  - b. Skippers will supply their own boats.
  - c. Each boat will be equipped with a mainsail, jib and spinnaker. A spare spinnaker may be carried for use only in event primary spinnaker is damaged.
- 2.2 Each skipper must be a member of Tred Avon Yacht Club (TAYC).
- 2.3 The number of crew (including the skipper) shall be 4 or 5. All crew shall sail all races unless a replacement is approved by the PRO.

- 2.4 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.5 When a registered skipper is unable to continue in the event, the PRO may authorize an original crew member to substitute.
- 2.6 When an original crew member is unable to continue in the event, the PRO may authorize a substitute, a temporary substitute or other accommodation.

### **3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located in the 1<sup>st</sup> floor lobby of the clubhouse.
- 3.2 Signals made ashore will be displayed from the signal mast on TAYC's upper deck.
- 3.3 Skippers shall attend the daily morning briefing which will be at 0830 on Saturday at TAYC unless excused by the PRO. Sunday's briefing time will be posted on Saturday after racing.
- 3.4 When flag "AP" is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in race signal AP.
- 3.5 The race committee intends to communicate with boats on the water via VHF Channel 71.

### **4 AMENDMENTS TO THE SAILING INSTRUCTIONS**

- 4.1 Amendments to the SI made ashore will be posted at least 45 minutes before the start of any round affected and be signed by the PRO and a representative of the Umpires.
- 4.2 Amendments made afloat will be signaled by the display of code flag "L" with one sound signal meaning come within hail of the signal boat. An umpire may communicate such changes either verbally or in writing. If the PRO announces such changes by radio, competitors must acknowledge receipt of the revised instructions.

### **5 EVENT SCHEDULE AND STARTING PROCEDURES**

- 5.1 Racing days are Saturday, June 12 and Sunday, June 13, 2021.
- 5.2 First round robin pairings will be made by random draw at Sails and Ales, Friday, June 11, no earlier than 1900. Skipper or a crew member for each boat will be given the opportunity to draw. PRO will draw for any boats not represented.
- 5.3 Competitors' first briefing and meeting with umpires is at 0830 Saturday.
- 5.4 The scheduled warning signal for the first race on Saturday is 1000. Sunday final is planned for the afternoon but start time may be modified by the PRO after consulting with the Shields Fleet Captain.
- 5.5 In accordance with the NOR, the elimination event will consist of a series of matches in a round robin format.
- 5.6 In each pairing, the competitor entering from the starboard end shall fly a yellow flag from her backstay. The port entry shall fly a blue flag.

- 5.7 In accordance with RRS, Appendix C4, at a boat's preparatory signal (Code flag P), her hull shall be completely outside the line that is at a 90 angle to the starting mark at her end of the line.
- 5.8 Within the two minute period following a boat's preparatory signal, her hull shall cross and clear the starting line from the course side to the pre-start side.
- 5.9 Following the completion of the round robin the finals of the event will consist of a best of three series held among the two leading teams. Ties will be broken in accordance with the NOR. Entry side for the first race will be chosen by the loser of the final race of the pair in their previous elimination match.
- 5.10 Conditions and logistical conditions permitting, the PRO may opt to offer a consolation round of best of three matches between the boats knocked out in the first round.
- 5.11 If a winner is not determined on Saturday, the event will complete on Sunday.
- 5.12 The schedule and format of all racing may be changed by the PRO and, in such event, every effort will be made to timely notify all competitors.
- 5.13 After consulting with the Fleet Captain, the PRO may change the format, terminate or eliminate any round when conditions or the remaining time scheduled do not permit the completion of the intended format.
- 5.14 The latest time for an attention signal will be 1600 each day.

## **6 THE COURSE**

- 6.1 The PRO's intention will be to set the course in the Tred Avon River as close as possible to the TAYC clubhouse.
- 6.2 Courses will be windward/leeward, all marks to be rounded to starboard.
- 6.3 The windward and leeward marks will be tetrahedrons. The leeward mark will be set upwind of the start/finish line.
- 6.4 The start/finish line will be between an orange flag on the RC signal boat and the course side of an orange cylinder to port. This changes RRS Race Signals.
- 6.5 Course will be Start — Windward — Leeward — Windward — Leeward — Finish.

## **7 BREAKDOWN AND TIME FOR REPAIRS**

- 7.1 As the schedule is very tight, there will be no time for repairs and related rescheduling of matches or flights. If there is a breakdown, forfeit to your opponent in that round and retire.
- 7.2 The PRO may allow some breakdown time for minor issues in the semi-final and final rounds.

## **8 THE START**

- 8.1 Races will be started in accordance with RRS Appendix C3.1. The next match to take place will be communicated on VHF channel 71.
- 8.2 The attention signal will be a series of sounds 6 minutes before the first starting signal in each flight. This changes RRS C3.1.

## **9 TIME LIMIT**

- 9.1 A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

## **10 PRIZES**

- 10.1 The principal prize for first place will be the Jim Thompson Cup.
- 10.2 Trophy presentation will be held at a time and place to be determined by the OA.

## **11 SPECIAL COVID-19 RULES**

- 11.1 Social distancing as prescribed by the CDC shall be practiced at all times while on Club property.
- 11.2 Unvaccinated or vulnerable individuals are encouraged to wear masks when unable to social distance.
- 11.3 Current state requirements for protection against the transmission of Covid-19 must be practiced throughout the series.

## **12 DISCLAIMER OF LIABILITY**

- 12.1 Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.