

2026 RORY CHEETHAM CUP

Sailing Instructions

18th & 19th April 2026

The Organizing Authority is The Royal Thames Yacht Club and Exeter University Sailing Club. The event will be run from Queen Mary Sailing Club.

1 RULES

1.1 The event is governed by RRS including Appendix C.

1.2 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum D.

1.3 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.'

1.4 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

1.5 Crew weight – NoR 5.3 & 5.4 are deleted. There will be no crew weighing during the event.

2 CHANGES TO SAILING INSTRUCTIONS

2.1 Any change to the SI will be posted 30 minutes before it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

2.2 Flag L will be displayed ashore on the day it will take effect until the boats have departed for the race course.

2.3 Changes to a SI may be made on the water. These will be signalled by the display of Flag L with two sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate any Race Committee changes either verbally or in writing.

3 COMMUNICATIONS WITH COMPETITORS

3.1 The Official Notice Board (ONB) can be found here: [Noticeboard » Rory Cheetham Cup » Match Racing Results Service](#)

3.2 The Race Committee will use a combination of verbal and WhatsApp group to facilitate communications during the event. The link to the Whatsapp Group can be found here:

https://chat.whatsapp.com/HatlYhNHwa4SqWY1eRb79?mode=gi_t

3.3 When on the water, the race committee intends to monitor and communicate with competitors via the provided yellow UHF radios.

4 BOATS AND SAILS

4.1 Boats will be identified by sail numbers and crew bibs.

4.2 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings. All sail combinations will also be repeated on the competitor UHF radios.

SIGNAL FLAG	SAIL COMBINATION
No Signal	Full Main and Spinnaker
FLAG K	No Spinnaker
FLAG R	Reef Mainsail
FLAGS K & R	Reef Mainsail, No Spinnaker

5 FLIGHTS AND MATCHES

Further to NoR 6:

5.1 The match pairing lists for each round robin are detailed on the ONB. This also show the end by which a boat should enter their match.

It is the intention of the Race Committee to run 3 x round robins involving all boats and then subject to time, a knock out series between the various boats based upon their rankings after the final round robin series. The provisional schedule for the knock out series is:

5th place boat vs 6th place boat – first to 2 wins

SF 1: 1st place boat vs. 4th place boat – first to 2 wins

SF 2: 2nd place boat vs 3rd placed boat – first to 2 wins

Loser SF1 vs Loser SF2 – first to 2 wins

Winner SF1 vs Winner SF2 – first to 3 wins

5.2 Boat rotations – after each round robin, crews will change boats, with the transfers undertaken by the umpire team. This process will continue throughout the knock out series.

5.2 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV

5.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.

6 COURSES

6.1 Configuration

Windward Mark - 'W' o

Leeward- 'L' o

Start/Finish Line o-----o

Marks W and L shall be rounded to Starboard.

6.2 Course to be sailed will be displayed on the committee boats at or before the warning signal.

If NO signal is displayed, the course shall be: Start – W- L – W – Finish

If S Flag is displayed, the course shall be: Start – W - Finish

7 MARKS / STARTING AND FINISHING LINE

7.1 Marks W & L are small orange dumpy marks.

7.2 When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the RTYC Danbuoy at the port-end.

8 CHANGE OF THE NEXT LEG OF THE COURSE

8.1 There will be no changes of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or, for the first windward mark, starts.

9 SCORING

The standard RRS Appendix C will be used to score the event.

10 BREAKDOWN and TIME FOR REPAIRS

10.1 Before the attention signal of a flight or within two minutes of finishing or within five 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 request a delay to the next start. She should

inform the Race Committee as soon as possible using the supplied UHF radio. Then she shall proceed to a position just to leeward of the RCV and remain there, unless otherwise directed.

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

10.3 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 10.1.

10.4 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.

11 TIME LIMIT

11.1 A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

12 OBSTRUCTIONS - QMSC

12.1 A number of buoys are laid marking the anchors of dredgers operating on the reservoir or marking the shallows at the southern end of the bund.

12.2 While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys.

12.3 These lines rank as obstructions.

12.4 There is no penalty for touching these buoys.

12.5 A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2.

13 RISK STATEMENT

RRS 3 states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." 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 accepts responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.

b. They are responsible for the safety of themselves, their crew and any property they may bring, 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. 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

e. The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances

f. It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.

g. It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.

h. It is their responsibility for ensuring all supplied equipment is carried on board.

i. That they are fit to sail and that they believe the crew and the boat are capable of competing in the anticipated conditions.

14. CODE OF CONDUCT

14.1 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.

14.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with Addendum B and D.

14.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:

- Excessive attempts to verbally coerce, coach or influence umpire decisions
- Repetitive or on-going objection to an umpire decision (verbal or otherwise)
- Abuse of umpires before or after a decision (See also MR Call M4)

14.4 Breaches of this SI may also be referred to the Protest Committee (PC). Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

14.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

ADDENDUM A – refer to the ONB.

ADDENDUM B – HANDLING of BOATS

1 GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

2 PERMITTED ITEMS and ACTIONS – the following are permitted:

2.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) hand held compasses, watches, timers and small personal video devices such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags

2.2 Using the items in 3.1 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
- (e) make minor repairs and permitted adjustments
- (f) make signals as per Appendix C6
- (g) personal safety

2.3 Changing the number of mainsheet purchases.

3 [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:

3.1 Any additions, omissions or alterations to the equipment supplied.

3.2 The use of any equipment for a purpose other than that intended or specifically permitted.

3.3 The replacement of any equipment without the sanction of the RC.

3.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.

- 3.5 Moving equipment from its normal stowage position except when being used.
- 3.6 Boarding a boat without prior permission.
- 3.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 3.8 Hauling out a boat or cleaning surfaces below the waterline.
- 3.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 3.10 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 3.11 Using the spinnaker pole to wing out the foresail.
- 3.12 Attaching lines to the fabric of spinnakers.
- 3.13 Perforating sails, even to attach tell tales.
- 3.14 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 3.15 The use of electronic equipment, unless permitted by SI C3.1.
- 3.16 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor, and the vang.
- 3.17 The use of the shrouds (including any inner shrouds) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited unless seated on the deck.
- 3.18 Hoisting or lowering the spinnaker from anywhere other than the cockpit locker;
- 3.19 A breach of SI's B 2.16, 2.21, 2.22, 2.23, 2.24 or 2.25 are subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

4 MANDATORY ITEMS and ACTIONS – the following are permitted:

- 4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- 4.2 At the end of each sailing day:
 - (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
 - (c) releasing backstay tension

4.3 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.

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

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

4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

ADDENDUM C – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

Mainsail and set of battens

Headsail

Spinnaker

One spinnaker pole

One spinnaker sheet

Two headsail sheets

Tiller extension

Genoa cars

SAFETY GEAR

Bucket and lanyard

Knife

MOORING LINES and FENDERS

Two mooring lines

Two fenders

ADDENDUM D – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat

breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table with the Points Penalties to be applied without a hearing (this amends RRS C8.6):

Level	Effect	Race Penalties Round Robin	Knock Out Series
Level A - Minor Damage	Boat may race without repair although minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. For example: No taping is required	No Penalty	½ race win
Level B - Damage	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. For example: <i>taping is required before the boat can continue to sail.</i>	½ race win	1 race win
Level C - Major Damage	The boat cannot continue to race that day or requires more than 3 hours of work.	1 race win	2 race wins

When both boats break RRS 14, they should both receive a points 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.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points 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 points penalty given on the water.

