



# **British Universities & College Sport and The British Universities Sailing Association**

Team Racing Championship 2017 – Finals

## **Sailing Instructions**

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### **1 Rules**

- 1.1 Racing will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules.
- 1.2 Addenda A, B and C to these sailing instructions (SIs) always apply. Other addenda apply only when so stated. The letters D and I are not used to identify addenda.
- 1.3 The right of appeal is denied in accordance with RRS 70.5(a).
- 1.4 When boats are provided by the Organising Authority they shall be deemed to conform to their class rules. When class rules change RRS 42, such changes shall not apply.

### **2 Eligibility**

- 2.1 To become eligible a team shall register as required by the notice of race or, if not specified, on arrival at the event. The team shall provide any required damage deposit before going afloat for the first time.
- 2.2 After registration, no team member may be changed without the prior permission of the race committee which will be given only in exceptional circumstances.

### **3 Event Format and Schedule of Races**

- 3.1 The intended format of the event is described in SI Addendum B. The format may be modified during the event in a fair and practical way as solely determined by the race committee taking into account the entries, weather conditions, time constraints and any other relevant factors.
- 3.2 The initial schedule of races will be displayed on the official notice board. Any changes thereto and schedules for subsequent stages will be displayed not less than 10 minutes before the start of that phase of the competition.
- 3.3 Every race will be assigned a race number in the race schedule.
- 3.4 The number of the next race to start will be displayed on the committee boat no later than the warning signal (or promptly thereafter if co-incident with the previous start) until the starting signal. The race committee may at any time postpone a race and reschedule it at a later time.
- 3.5 When the race or protest committee orders a resail of a completed race, the race committee may postpone the resail indefinitely and score each team half a race win unless the result is relevant to progress, but not seeding, in any further stage.

### **4 Protests, Requests for Redress and Penalties**

- 4.1 Protests and requests for redress that have not been decided afloat shall be notified to the race office within 10 minutes after the relevant incident or, if the incident is afloat, within 10 minutes after coming ashore.
- 4.2 The protest committee may refuse to hear a protest or request for redress unless its outcome is relevant to progress, but not seeding, in any further stage of the competition. This amends RRS 63.1.

- 4.3 When RRS D2 applies and the race umpires together with one other umpire (when available) decide that a boat has broken RRS 14 and there is damage or injury, they may penalise her team by half a race win without a hearing. The boat will be informed as soon as practical and may request a hearing. Any penalty after a hearing will be in accordance with RRS D3.1(d). This amends RRS 63.1.
- 4.4 When the race committee decides that a competitor has broken SI A1.7, personal flotation device, or SI A1.8, wet or dry suits, it shall penalise the competitor's team one race win without a hearing. This amends RRS A5.
- 4.5 When the protest committee decides that a breach of a rule, other than a rule of RRS Part 2, has had no significant effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be to order a resail or to impose no penalty. This amends RRS 64.1 and D3.1.

## **5 Risk Statement, Insurance**

- 5.1 Rule 4 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."

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 familiarise 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 safety briefing held for the event.

- 5.2 When the boats are provided by the competitors, the boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least three million pounds (£3,000,000), unless a different sum is specified in the notice of race.

## ***Index to SI Addenda***

### Addenda That Always Apply

- A Event Related Rules
- B Event Format
- C Courses

### Race Formats and Schedules

- G Swiss League, Schedules and Tie Breaks
- K When Boats are Supplied by the Organising Authority

# Addendum A

## Event Related Rules

### BUSA Team Racing Championship 2017 – Finals

#### **Section 1: Additional Rules**

|      |   |     |
|------|---|-----|
| A1.1 | Races will be umpired. RRS D2 applies.  | Yes |
| A1.2 | Two-Flag Protest Procedure applies as RRS D2.5.   | No  |
| A1.3 | Races with Limited Umpiring applies as RRS D2.6.  | No  |
| A1.4 | Arm Signals are required as RRS D1.1(d)   | No  |
| A1.5 | A boat capsized after her starting signal, so that her masthead is in the water, shall retire immediately.  | Yes |
| A1.6 | Provided the flag remains on the buoy there shall be no penalty when a boat touches any part of a flag which does not surround the staff of a mark. This amends RRS 44.1. | n/a |
| A1.7 | An adequate personal flotation device shall be worn at all times whilst afloat.   | Yes |
| A1.8 | Wet or dry suits shall be worn at all times when afloat.  | Yes |

#### **Section 2: Communications with Competitors**

- A2.1 NOTICES TO COMPETITORS  
Notices to competitors will be posted on the official notice board located in the entrance to the clubhouse.
- A2.2 CHANGES TO SAILING INSTRUCTIONS  
Changes to these SIs will be signalled by flying flag L from a flagpole behind Race Control. Such changes will be posted on the official notice board not less than 10 minutes before the warning signal of the first affected race
- A2.3 SIGNALS MADE ASHORE
- (a) Signals made ashore will be displayed on the Club flagpole or a flagpole behind Race Control.
- (b) When displayed ashore, Flag AP with two sound signals (one sound signal when lowered) means "Races not started are postponed". The warning signal of the next race will be made not less than ten minutes after Flag AP is lowered. This amends Race Signal AP.

#### **Section 3: Courses, Marks, Starting & Finishing Lines, Obstructions and Time Limits**

- A3.1 RACING AREA  
The racing area will be West Kirby Marine Lake.
- A3.2 COURSE  
The intended course will be course C1 as described in SI Addendum C.
- A3.3 MARKS  
The marks of the course will be coloured buoys.
- A3.4 MOVING MARKS  
The race committee may move marks of the course at any time. RRS 33 will not apply.
- A3.5 OBSTRUCTIONS  
Known obstructions will be listed on the Official Notice Board.
- A3.6 STARTING LINE  
The starting line will be between the mast of the committee vessel and an orange starting mark.
- A3.7 FINISHING LINE  
The finishing line will be between the mast of a finish boat and a blue finishing mark.
- A3.8 TIME LIMITS  
The time limit for each race shall be 30 minutes.

## Section 4: Starting Procedure

- A 4.1 Rule 26 (starting system) and related Race Signals will not apply.
- A 4.2 In the Start sequence, audible signals will take precedence.
- A 4.4 Coloured shapes, representing the colours of the boats in the race, may be displayed on the start boat before the preparatory signal.
- A 4.5 The starting sequence will be:

| Signal      | Time       | Audible Signal |
|-------------|------------|----------------|
| Warning     | 3 Minutes  | 3 Long         |
| Preparatory | 2 Minutes  | 2 Long         |
| One Minute  | 1 Minute   | 1 Long         |
|             | 30 Seconds | 3 Short        |
|             | 20 Seconds | 2 Short        |
|             | 10 Seconds | 1 Short        |
|             | 5 Seconds  | 1 Short        |
|             | 4 Seconds  | 1 Short        |
|             | 3 Seconds  | 1 Short        |
|             | 2 Seconds  | 1 Short        |
|             | 1 Seconds  | 1 Short        |
| Start       | 0 Seconds  | 1 Long         |

- A 4.6 The starting signal of a race will normally be the warning signal for the following race.
- A 4.7 Failure to hear a signal shall not be grounds for redress.
- A 4.8 A digital clock may show the time to a start. If not, batten will be displayed, three between the three- and two-minute signals, two between the two- and one minute signals, and one between the one-minute signal and the start, with a sound at each minute and the start.
- A 4.9 A boat shall not start more than 2 minutes after her starting signal.
- A 4.10 When a boat is subject to RRS 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this amends RRS 29.1. The race committee may hail the sail numbers or the total number of premature starters.
- A 4.11 A yellow flashing light may replace flag X in Race Signals.

## Section 5: Local and Other Rules

### A5.1 RULES IN SI ADDENDA

The rules in the following SI addenda apply throughout the event:

|            |   |
|------------|---|
| Addendum K | When Boats are Supplied by the Organising Authority |
|------------|---|

### A5.2 LOCAL RULES

The following local rules also apply:

- The last team to sail a boat at the end of the day shall be responsible for taking the boat to the boat park, rolling the sails as directed, covering the boat and tying it down securely, all to the satisfaction of the person responsible for the boats. Failure to do so may result in a fine of £10 to the RNLI.

### A5.3 OTHER RULES

A5.3.1 SI2.1 The second sentence is deleted.

A5.3.2 SI K1 is amended to read:

For each race, the race committee will allocate boats to the participating teams  
Helms and crews may be required by the Race Committee to race in specific boats  
within a flight

A5.3.3 Add SI K1(a) During Knockout Stages, Teams will not swap boats.

## Addendum B

### Event Format

The format for each stage<sup>1</sup> of the event shall be selected from the following standard formats, or from an Addendum J provided by the race committee and included with these sailing instructions. The specified addendum for each format contains the necessary race schedules, or procedures to create the schedules, together with rules which shall apply for scoring and breaking ties.

Each stage of an event may use a different format. The race committee may change the format as provided in SI 3.1.

| Code   | Description                             | Format Rules |
|--------|---|--------------|
| Groups | Round-robin(s) in groups                | RRS D4       |
| Random | Random pairs (2-boat teams only)        | Addendum F   |
| Swiss  | Swiss league                            | Addendum G   |
| HLS    | HLS league                              | Addendum H   |
| RC     | Other format provided by race committee | Addendum J   |
| KO     | Knock-out                               | RRS D4       |

For a round-robin stage, any change to the percentage in RRS D4.2(b) shall be stated.

When the format includes a Knock-Out stage, the method of qualification for the Knock-Out stage shall be stated.

For a Knock-Out stage, the number of race wins required to win a match shall be stated, as RRS D4.6. However, if not stated the winner shall be the first team to score two race wins.

The intended format is

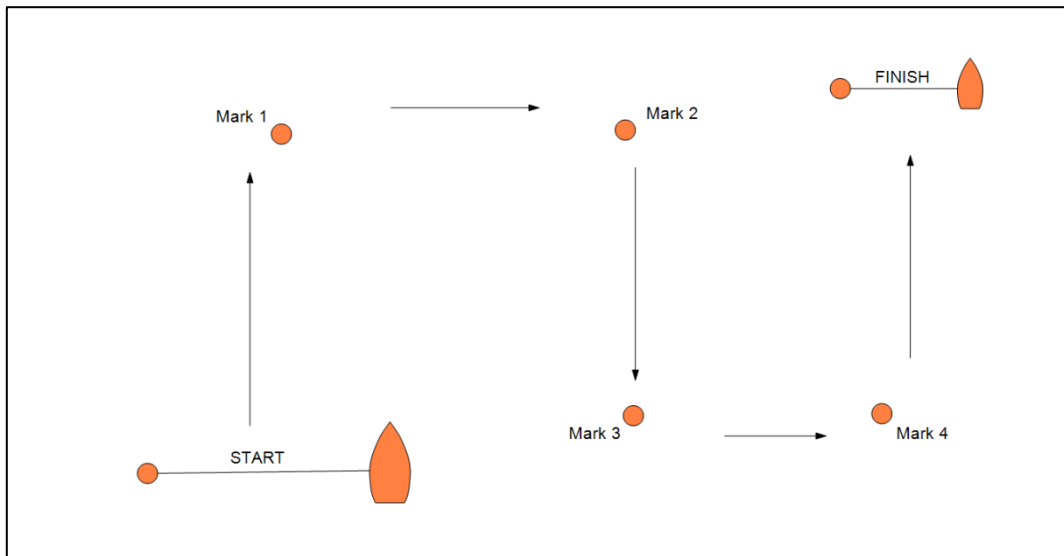
| Stage | Format Code | Additional Information   |
|-------|-------------|--|
| 1     | G           | The BUSA Technical Delegate will make the initial draw on Monday 3 <sup>rd</sup> April.<br>Teams will not be matched if they have met within eight rounds of the round being scheduled.<br>A new round will not be started after 12:45 on Thursday 6 <sup>th</sup> April and no more races in this stage will be started after 13:45.              |
| 2     | KO          | Quarter Finals – First team to score two race wins.<br>The quarter finals will be between:<br>QF(a) – 1 <sup>st</sup> Stage 1 vs 8 <sup>th</sup> Stage 1<br>QF(b) – 2 <sup>nd</sup> Stage 1 vs 7 <sup>th</sup> Stage 1<br>QF(c) – 3 <sup>rd</sup> Stage 1 vs 6 <sup>th</sup> Stage 1<br>QF(d) – 4 <sup>th</sup> Stage 1 vs 5 <sup>th</sup> Stage 1 |
| 3     | KO          | Semi Finals – First team to score two race wins.<br>SF1 – Winner QF(a) vs Winner QF(d)<br>SF2 – Winner QF(b) vs Winner QF(c)   |
| 4a    | KO          | Petit Final – First team to score two race wins.<br>Loser SF1 vs Loser SF2   |
| 4b    | KO          | Final – First team to score three race wins.<br>Winner SF1 vs Winner SF2   |

<sup>1</sup> In this document the word 'stage' is used (instead of round) for each major section of an event.

# Addendum C

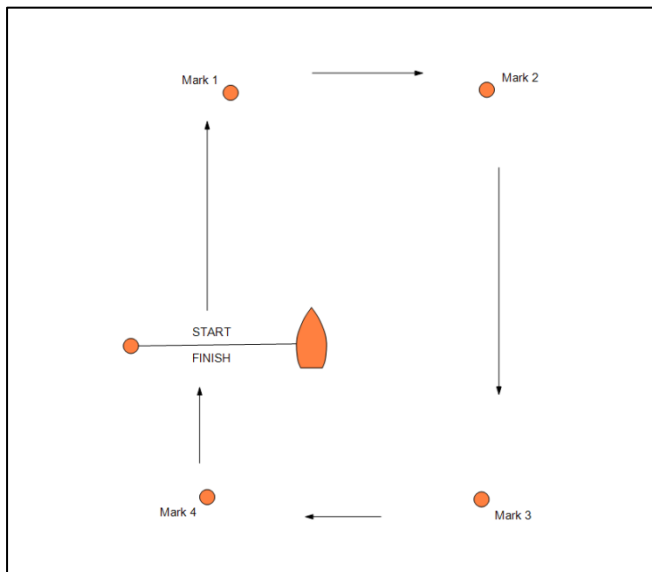
## Courses

### C1 INVERTED 'S' COURSE



Start, round marks 1 then 2 to starboard, round marks 3 then 4 to port, Finish

### C2 RECTANGULAR COURSE



Start, round marks 1, 2, 3 and 4 in order, then cross the start/finish line.

Round all marks to: Port / Starboard

Number of laps: 1 / 2 / 3 / 4  
OR

As shown on the committee boat.

### C3 OTHER COURSE

As displayed on the official notice board.

## Addendum G

### Swiss League

- G1 This stage will be a computer-generated Swiss League.
- G2 A draw will determine the first round.
- G3 The second round will be using the order of the original draw, the first winner against the second winner and so on, except the first loser will sail the last loser or the last winner.
- G4 Rounds will then be scheduled at the conclusion of a round for the next round but one by ordering the teams, using the tie-breakers below, and then matching them as far as possible in order of their places (the first team will sail the second team and so on), except that teams will not be matched if they have met within the number of rounds given above.
- G5 If the final round cannot be completed, its results will be ignored.
- G6 Races that cannot be sailed in order, or for which results are not entered or complete, will be ignored for scheduling purposes. Subsequently corrected or altered results will not affect a published schedule.
- G7 A drop-out is a team unlikely, in the opinion of the race committee, to take any further part in the event. The decision to designate a team as a drop-out will be posted, after which its races will continue to be scheduled but will not be sailed and opponents will score a win. Drop-outs will be scheduled from the first unscheduled round after dropping out, first against each other and then, where possible, against the lowest-placed team it has not met. Drop-outs may re-join the event at the discretion of the race committee whose decision will be final and shall not be grounds for redress. This amends RRS 62.1.
- G8 Any other missing team is a no-show and the opposing team will be given a walk-over after at least one of its boats has started and sailed for two minutes.
- G9 Resails will be sailed at the end of the next available round. The race committee will allocate the resails within a slot and they will not necessarily be in the same boats as the original race.
- G10 Half-win penalties will be applied after the end of the round and before tie-breakers are applied.

#### Rules for Breaking Ties

- G11 RRS D4.4 is changed to

Ties will be broken, in order of precedence, in favour of the team(s) that has

- (a) if the tie is between two teams only, won the last race between them.
  - (b) sailed more races against teams that have a higher place.
  - (c) sailed fewer races against teams that have a lower place.
  - (d) the lowest sum of the places of the teams the tied teams have beaten.
  - (e) the lowest sum of the places of the teams to which the tied teams have lost.
  - (f) beaten the highest-placed team the tied teams have individually beaten.
  - (g) not been beaten by the lowest-placed team to which the tied teams have individually lost.
- Step (a) will be applied whenever a step leaves a tie between two teams. Steps (b) to (g) will be repeated until no more ties can be broken. Any remaining ties will then be broken:
- (h) by the draw for the first round; ties in odd-numbered rounds will use the draw, ties in even-numbered rounds will use the draw inverted.

## **Addendum K**

### **When Boats are supplied by the Organising Authority**

- K1 For each race, the race committee will allocate boats to the participating teams.
- K2 Spinnakers, trapezes and the gear specifically provided for the utilisation of these shall not be used, unless permitted in the sailing instructions.
- K3 Standing rigging shall not be altered nor any gear removed without the permission of the race committee.
- K4 **BREAKDOWNS**
  - (a) When a supplied boat suffers a breakdown, RRS D5 applies.
  - (b) Competitors are responsible for inspecting their boats before racing.
  - (c) Competitors shall report any defects, damage or breakdown to the race committee at the first reasonable opportunity.
  - (d) When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.
- K5 **CONTINUITY**
  - (a) 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.
  - (b) 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.