



NSSA SINGLE HANDED TEAM RACING CHAMPIONSHIP

Banbury Sailing Club, NN11 6SU

7th and 8th October 2017



SAILING INSTRUCTIONS

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 Boats will be provided by the Organising Authority and shall be deemed to conform to their class rules. They shall not be modified, except as instructed by the Race Committee.
- 1.5 Competitors shall wear team bibs issued at registration, which must be clearly visible at all times when racing.
- 1.6 Competitors shall wear an adequate and properly secured buoyancy aid or lifejacket at all times whilst afloat. This changes rule 40. The penalty for breaking this Instruction will be the deduction of a win.
- 1.7 Competitors automatically grant the Organising Authority / NSSA without payment the right in perpetuity to make, use and show any motion pictures, still pictures and live, taped or filmed television of, or relating to, the Regatta, unless otherwise advised in writing before the first race.

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 and will not be grounds for redress.

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 rounds will be displayed not less than 10 minutes before the start of that phase of the competition.
- 3.3 The first warning signal on Saturday will be no earlier than 15 minutes after the end of the competitor briefing. The first warning signal on Sunday will be 09:00. In completing the round robin on Sunday, a new round will not be started after 13:00 and a new race of the round robin will not be started after 14:30.
- 3.4 Every race will be assigned a race number in the race schedule.
- 3.5 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.
- 3.6 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 the next round.

4. PROTESTS AND PENALTIES

- 4.1 Intentions to protest shall be in accordance with Rule D2.1 (b) which requires that a red flag is displayed.
- 4.2 Boats intending to seek redress for a breakdown shall display a red flag and inform the umpire at the first reasonable opportunity (Rule D5.1.) Boats should carry on racing if possible and inform the Start Boat before starting or Finish Boat immediately after finishing, of her intention.
- 4.3 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.
- 4.4 The protest committee may refuse to hear a protest or request for redress unless its outcome is relevant to progress, but not seeding, in the next round of the competition. This amends RRS 63.1.
- 4.5 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.
- 4.6 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.
- 4.7 When the protest committee decides that a breach of a rule, other than a rule of RRS Part 2 has 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 AND 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."
- (a) 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:
 - (b) 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;
 - (c) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - (d) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - (e) Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - (f) 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;
 - (g) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.

6. TROPHIES AND PRIZES

- 6.1 The HMY Britannia Gig's Yoke will be awarded to the winners of the Championship.
- 6.2 The Lancashire Plate will be awarded to the highest placed team (not qualifying for the Knockout Finals) at the end of the round robin, who were in the lower half of the round robin at the end of completed rounds on Saturday or at the end of Round 5, whichever is the later. If the Championship does not progress past Round 5, the Plate will be awarded to the team finishing highest in the lower half of the round robin (e.g. 36 entries = 19th place). When the entry is an odd number, the lower half will include the higher number (e.g. 35 entries = 18 teams).
- 6.3 The Angus Westley Trophy will be awarded to the highest placed team at the end of the Championship whose members are all under 16 years of age on the start date of the event.
- 6.4 The Highest Placed Under 12 Trophy will be awarded to the highest placed team at the end of the Championship, whose members are all under 12 years of age on the start date of the event.

ADDENDUM A

Event Related Rules

Section 1 - Additional Rules (Delete as required)

- A1.1 Races will be umpired. RRS D2 applies. The Single Flag Protest Procedure Rule D2.3 will apply.
- A1.2 RRS D1.1(d), Arm Signals when RRS 20 applies, is deleted.
- A1.3 A boat capsized after her starting signal, so that both her gunwales are touching the water or her mast is stuck in the bottom of the lake, shall retire immediately.
- A1.4 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.
- A1.5 An adequate personal flotation device shall be worn at all times whilst afloat.
- A1.6 Wet or dry suits shall be worn at all times when afloat.

Section 2 - Communications with Competitors

- A2.1 Notices to competitors will be posted on the official notice board.
- A2.2 Written changes to the sailing instructions will be posted at least ten minutes before the warning signal of the first affected race; a change to the start of racing on Sunday will be posted by 20:00 on Saturday. In accordance with rule 90.2(c), any change to the sailing instructions on the water will be communicated orally to each boat by the Race Committee and/or the umpires. Any issue or re-issue of schedules will not require the displaying of flag 'L'.
- A2.3 Signals made ashore will be displayed on the Club flagpole. When Flag AP is displayed ashore, '1 minute' is replaced with "not less than 10 minutes" in race signal AP. Boats may only launch when instructed by the beach master.

Section 3 - Courses, Marks, Starting and Finishing Lines, Obstructions and Time Limits

- A3.1 The race area will be on the lake at Banbury Sailing Club.
- A3.2 The course will be a starboard hand "S" course as described in SI Addendum C.
- A3.3 Course marks will be red pillar buoys and the start and finish line pin buoys will be buoys with flags along with the start and finish committee boats.
- A3.4 The race committee may move marks of the course at any time without signals. RRS 33 will not apply.
- A3.5 There are no areas that are designated as obstructions.

- A3.6 The starting line will be between the mast bearing an orange flag on the committee boat at the starboard end and the port end mark
- A3.7 The finishing line will be between the mast bearing an orange flag on a committee boat at the starboard end and the port end mark.
- A3.8 The time limit for each race shall be 20 minutes. Boats that fail to finish within 5 minutes after the first boat finishes will be scored DNF. This changes RRS 35 and A5.

Section 4 - Starting Procedure

- A4.1 The signals for starting a race shall be as shown below. Times shall be taken from the start of each sound signal. The failure of a visual signal shall be disregarded. This amends RRS 26.
Starts will be at 3 minute intervals and the start signal for one race will be the warning (3 minute) signal for the next race.
The start flag for all odd numbered races will be flag B and for all even numbered races will be flag Q.

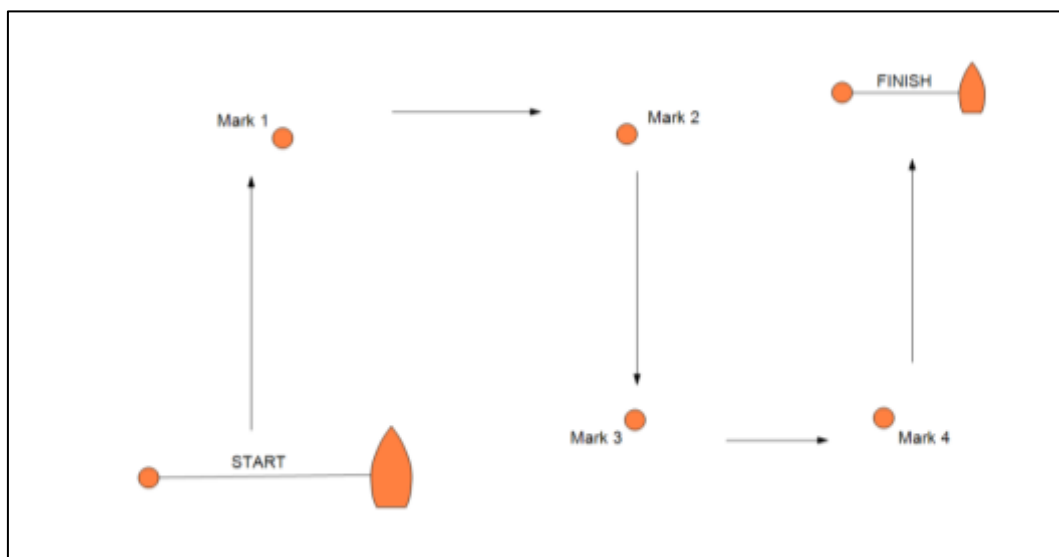
Minutes	Sound	Race 1			Race 2			etc
-3	One	Warning	Flag B	Up				
-2	One	Preparatory	Flag P	Up				
-1	One	One minute	Flag P	Down				
0	One	Start	Flag B	Down	Warning	Flag Q	Up	
+1	One				Preparatory	Flag P	Up	
+2	One				One Minute	Flag P	Down	
+3	One				Start	Flag Q	Down	

Attention may be drawn to an imminent warning signal by a series of short sound signals. If flag AP has been flown, these signals may be used in place of the standard one minute interval. This changes race signal AP. Boats whose warning signal has not been made, shall avoid the starting area during the starting sequence for other races.

- A4.2 Recall Signals - 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. An erroneous call or the failure to hear one will not be grounds for a competitor to seek redress.
- A4.3 Time Limit for Starting - A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was OCS at her starting signal, she shall be scored in accordance with RRS D3.1 (b). This amends RRS A4 and A5. An OCS boat that has rounded the first mark shall not return.
- A4.4 After a general recall, succeeding races may be delayed for the recalled race. Addendum C

Course

- C1 Inverted "S" Course - This is the standard team racing course for multi-team dinghy events. In most conditions, it enables rolling starts at three minute intervals.



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

ADDENDUM B

Swiss League

- B1 This stage will be a computer-generated Swiss League.
- B2 A draw will determine the first round.

- B3 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.
- B4 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.
- B5 If the final round cannot be completed, its results will be ignored.
- B6 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.
- B7 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.
- B8 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.
- B9 Re-sails will be scheduled at the ends of a round. If there are no re-sails the following round will continue without a break. The race committee may delay a re-sail to the next available opportunity and any such decision will be final, changing rule 60.1 (b) (redress). A race to be re-sailed will be scored as a win for both teams until it is re-sailed. Re-sails will not necessarily be in the same boats as the original race.
- B10 Half-win penalties will be applied after the end of the round and before tie-breakers are applied.
- B11 The best-placed teams from the round robin will qualify for the finals, which will be a knock-out competition. The draw for the semi-finals will be 1st v 4th and 2nd v 3rd. Each round will be the best of three races, teams will swap boats after the first race and if a third race is required, toss a coin for boats. There will not be a 3rd/4th place race off.

Rules for Breaking Ties

- B11 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 C

When Boats are supplied by the Organising Authority

- C1 For each race, the race committee will allocate boats to the participating teams.
- C2 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) A boat suffering a breakdown should if possible continue racing and must report the breakdown to the Beach master, immediately on coming ashore. When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.
 - (e) The Protest Committee may apportion responsibility for the damage between the teams involved in an incident. The Organising Authority may recover any financial loss from the teams as appropriate. If loss or damage cannot be attributed to, or is not the sole responsibility of one team, the cost of repair or replacement will be deducted equally from the deposits of all teams.
- C3 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.