

CUCrC 125th Anniversary – Random Pairs

Saturday 21st April 2018

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 When boats are provided by the Organising Authority
 - (a) the boats shall be deemed to conform to their class rules;
 - (b) when class rules change RRS 42, such changes shall not apply;
 - (c) the race committee will allocate the boats to be used in each race; this allocation shall not be cause for redress and amends RRS 62.1.

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 races will be displayed not less than 10 minutes before the start of those races.
- 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 a completed race has been abandoned and the result would not affect which teams qualify for a further stage, the race committee may cancel the race and score each team half a race win.

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 When the outcome of a protest or request for redress would not affect which teams qualify to a later stage, the protest committee may refuse to hear it. 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 boat has broken SI A4.3, Time Limit for Starting, or has failed to sail the course and broken RRS 28.2, it shall penalise her 6 points without a hearing. This amends RRS A5.

- 4.5 When the race committee decides that a competitor has broken SI A1.5, personal flotation device, or SI A1.6, wet or dry suits, it shall penalise the competitor's team one race win without a hearing. This amends RRS A5.
- 4.6 When the protest committee decides that a breach of a rule, other than a rule of RRS Part 2, has had no effect on the outcome of a race, it may make any arrangement it decides is equitable, which may be 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; and
 - (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

Not all addenda will apply to every event; see SIs 1.2 and A5.1.

Addenda That Always Apply

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

Race Formats and Schedules

- E Round-Robins in Groups, Schedules and Tie Breaks
- F Random Pairs, Schedules and Tie Breaks
- G Swiss League, Schedules and Tie Breaks
- H HLS League, Schedules and Tie Breaks
- J Special Event Format (provided by race committee)

Other Addenda

- K When Boats are Supplied by the Organising Authority
- L Boat Handling Rules (intended for keelboats)

Addendum A - Event Related Rules

Event:

Section 1: Additional Rules

Delete as required

A1.1	RRS D2 applies. Races will be umpired.	Yes
A1.2	RRS D1.1(d) is deleted. No Arm Signals are required.	Yes
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, shall retire promptly.	(2) Gunwales
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.	Yes
A1.5	An adequate personal flotation device shall be worn at all times whilst afloat.	Yes
A1.6	Wet or dry suits shall be worn at all times when afloat.	See A5.2

Section 2: Communications with Competitors

A2.1 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the GWSC café (aka wet bar), on the Ground floor of the clubhouse

A2.2 CHANGES TO SAILING INSTRUCTIONS

Changes to these SIs will be signalled by flying flag L from Club flagpole. 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

Signals made ashore will be displayed on the Club flagpole.

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

A3.1 RACING AREA

The racing area will be on Grafham Water, as close as possible to the clubhouse pontoons.

A3.2 COURSE

The intended course will be course **C2** as described in SI Addendum C.

All marks should be rounded to **Starboard**

Number of laps = **1**

A3.3 MARKS

The marks of the course will be buoys with flags.

A3.4 MOVING MARKS

The race committee may move marks of the course at any time. RRS 33 will not apply.

A3.5 OBSTRUCTIONS

There are no local obstructions.

A3.6 STARTING LINE

The starting line will be between the mast of a committee boat and a starting mark.

A3.7 FINISHING LINE

The finishing line will be between the mast of a committee boat and a finishing mark.

A3.8 TIME LIMITS

The time limit for each race shall be 30 minutes

Section 4: Starting Procedure

A4.1 STARTING SIGNALS

Races will be started by using the signals and timing selected in the following table. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. This amends RRS 26.

Mark '✓' in the top row, one column for timing and one column for visual signals

EVENT SYSTEM	✓					✓
Signal	Timing options		Sound	Visual signal options		
	Minutes before starting signal			Flags	Cone & Ball Shapes	Battens or orange cylinders
Warning	3	5	One	Class flag up	Cone shape up	3 displayed
Preparatory	2	4	One	Flag P up	Ball shape up	2 displayed
One-minute	1	1	One	Flag P down	Ball shape down	1 displayed
Starting	0	0	One	Class flag down	Cone shape down	None

However, when the starting signal is also the warning signal for the next race, the class flag or cone shape will remain displayed, or 3 battens or cylinders will be displayed.

Attention may be drawn to an imminent warning signal by a series of short sound signals.

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.

A4.3 TIME LIMIT FOR STARTING

A boat shall not start more than 2 minutes after her starting signal.

A4.4 GENERAL RECALL

After a general recall, succeeding races may be delayed for the recalled race. Attention is drawn to SI 3.4.

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	Yes / No
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A5.2 LOCAL RULES

- Sailing will be restricted to the GWSC zones as per the flag code displayed. The course will be located within the relevant zone(s), boats are not to leave the zone(s) when not racing
- A minimum distance of 50m is to be kept from fishing vessels.
- If Grafham Water Sailing Club is flying a black flag, wet suits and drysuits shall be worn at all times when afloat. More details are available at: <http://www.grafham.org/sailing-racing/safety-on-the-water.html>

Addendum B - Event Format

The format for each stage 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 group(s)	RRS D4 and Addendum E
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 each stage, any assignment of teams to groups or matches and the method of qualification for the next stage shall be stated.

For a round-robin stage, the number of round-robins in the stage, any carry-forward and weighting applied of scores from an earlier stage and any change to the percentage in RRS D4.2(b) 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.

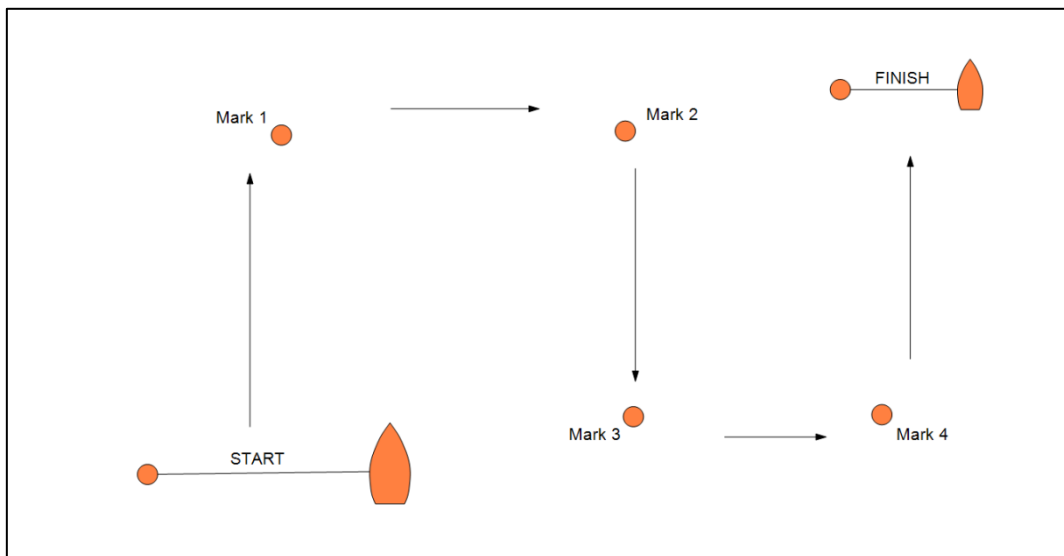
The intended format is

Stage	Format Code	Additional Information
1	RC	<p>Individual team races will be scored using RRS D3. The team racing event will be scored using a modified form of RRS D4 and UKTRA SI Addendum F (Random Pairs) as described in Addendum J.</p> <p>Each crew will be allocated a boat and a bib letter at registration.</p> <p>The schedule will allocate crews to races by bib letter. In each race, both helm and crew shall wear their bibs with the outer colour showing as displayed on the schedule.</p>

Addendum C - Courses

C1 'S' COURSE

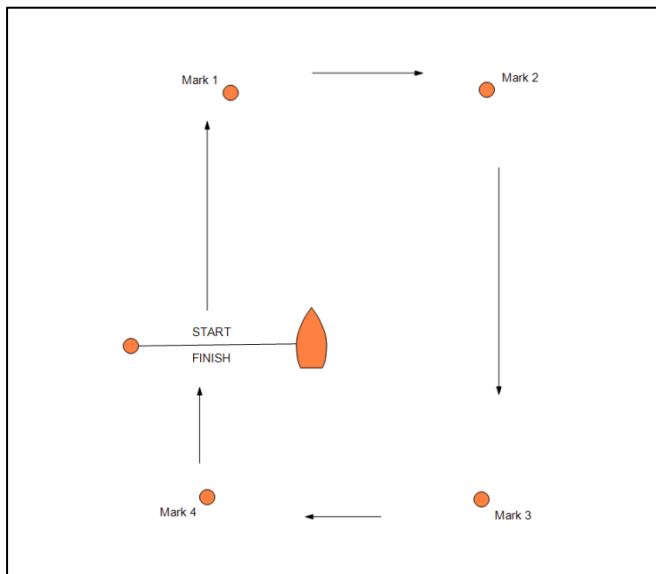
This is the standard team racing course for multi-team dinghy events. In most conditions it enables rolling starts at 3 minute intervals.



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

C2 RECTANGULAR COURSE

If rolling starts are required, separate start and finishing lines should be laid.



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 J - Special Event Format

This format is an amended version of Standard Sailing Instructions Addendum F. Changes are highlighted in bold.

- J1 In this stage boats are scored individually while competing as part of a team.
- J2 In each race of this stage boats will be randomly assigned to race in a team with another boat against another team of randomly allocated boats.
- J3 During this stage, the following rules will apply:
- J3.1 Each boat in the winning team of each race shall be scored a certain number of **win-points**. Each boat in the losing team shall be scored zero race **win-points**. **The win-points available per race is described in SI J4**
- J3.2 Boats shall be ranked in order of number of race **win-points**, highest number first. If the boats have not completed an equal number of races, they shall be ranked in order of the sum of **win-points** divided by the number of races they have sailed.
- J3.3 Ties will be broken using RRS D4.4 amended as follows:

Ties shall be broken using only the results in the stage, in order,

- (a) the highest number of **win-points** in all races between the tied boats;
- (b) the lowest total team points scored in all races between the tied boats;
- (c) if two boats remain tied, the winner of the last race between them;
- (d) the lowest average team points scored in all races against common teams of opponents;
- (e) a sail-off if possible, otherwise a game of chance.

If a tie is partially broken by one of these, the remaining tie shall be broken by starting again at step (a) above.

J4 Win points shall be awarded as follows:

J4.1 The 'years since matriculation' of each sailor is calculated as 2018 minus the matriculation year provided on the entry form

J4.2 In each race, the 'average years since matriculation' is calculated for each team by summing the four 'years since matriculation' of the four competing sailors and dividing by 4.

J4.3 The 'difference in average years since matriculation' for each race is calculated as the higher 'average years since matriculation' minus the lower 'average years since matriculation'

J4.4 Win points are awarded as the table below:

Difference in average years since matriculation	Win-points awarded if the older team wins	Win-points awarded if the younger team wins
≤5 years	1	1
> 5 years but ≤10 years	1.25	0.75
> 10years	1.5	0.5

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.