



# Oxford University Yacht Club

## SAILING INSTRUCTIONS

### The Oxford Magnum

09-10<sup>th</sup> November 2019

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#### **Note to Race Committee**

*These sailing instructions and addenda allow you to prepare SIs for most events using standard and proven wording simply by completing addenda A and B. Competitors will not expect changes to SIs 1 to 5 on the first 2 pages and any such changes should be highlighted.*

#### **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.

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## **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 HLS League, Schedules and Tie Breaks
- G Special Event Format (provided by race committee)

Other Addenda

H When Boats are Supplied by the Organising Authority

**Addendum A - Event Related Rules**

**Event: Oxford Magnum 2019**

**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 (1) A boat capsized after her starting signal, so that her masthead is in the water, shall retire promptly. OR (2) 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)
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.	See A5.3
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.	Yes
A1.7 RRS	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 clubhouse used for the event. If different, notices will be posted

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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. If different, the period before the warning signal will be

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A2.3 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the Club flagpole.

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

A3.1 RACING AREA

The racing area will be **adjacent to the larger of the two pontoons in front of the clubhouse.**

A3.2 COURSE

The course will be course **C1 'S' course** as described in SI Addendum C.

A3.3 MARKS

The marks of the course will be **described on the official notice board at registration.**

A3.4 MOVING MARKS



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

#### A3.5 OBSTRUCTIONS

The following areas are defined as obstructions

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#### A3.6 STARTING LINE

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

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#### A3.7 FINISHING LINE

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

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#### 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	✓					✓
<i>Signal</i>	<i>Timing options</i>		<i>Sound</i>	<i>Visual signal options</i>		
	<i>Minutes before starting signal</i>			<i>Flags</i>	<i>Cone &amp; Ball Shapes</i>	<i>Battens or orange cylinders</i>
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	<b>Yes</b>
Addendum L	Boat Handling Rules	<b>No</b>

#### A5.2 LOCAL RULES

The following local rules also apply:

**The last team to sail a boat at the end of each sailing day shall be responsible for taking the boat to the boat park, rolling the sails as directed by the race committee, covering the boat and tying it down securely. The penalty for failing to comply with this rule is a £25 deduction from the team's damage deposit for each boat concerned. The deduction will be paid to the RNLI.**

#### A5.3 TOUCHING A MARK

**RRS 31 (Touching a mark) is changed to 'While racing, neither the crew nor any part of the boat's hull shall touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing. In addition, while racing, a boat shall not touch a race committee vessel that is also a mark.'**

## 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)	Not included
Swiss	Swiss league	Not included
HLS	HLS league	Addendum F
RC	Other format provided by race committee	Addendum G
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

**The intention is to complete stage one on Saturday and to start stage two on Sunday. The decision to continue stage 1 or to start stage 2 on Sunday morning will be posted no later than 1700 hours on Saturday. Attention is drawn to SI 3.1**

Stage	Format Code	Additional Information
1	HLS	
2	Groups	Three leagues: Gold: Teams placed 1 <sup>st</sup> -7 <sup>th</sup> in Stage 1 Silver: Teams placed 8 <sup>th</sup> -14 <sup>th</sup> in Stage 1 Bronze: Teams placed 15 <sup>th</sup> -21 <sup>st</sup> in Stage 1

3	<b>KO – Semi Finals</b>	<p>If Stage 2 is completed then the Semi-Finals will be:  1st Gold vs 1st Silver  2nd Gold vs 3rd Gold</p> <p>If only Stage 1 has been completed then the Semi-Finals will be:  1st in Stage 1 vs 4th in Stage 1  2nd in Stage 1 vs 3rd in Stage 1  <b>The winner of each semi-final will be the first to score two race wins</b></p>
4	<b>KO - Final</b>	<p>The final will be between the two winning semi-finalists.  <b>The winner of the final will be the first to score two race wins.</b></p>
5	<b>N/A</b>	<b>N/A</b>

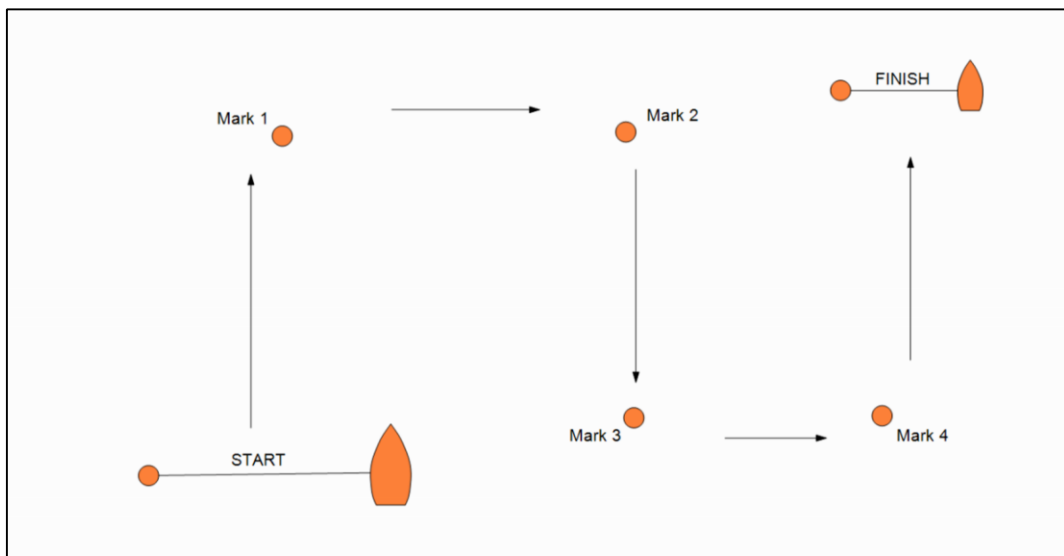
*As an example only*

<b>Stage</b>	<b>Format Code</b>	<b>Additional Information</b>
1	<i>HLS</i>	<i>Top third to gold in stage 2, next third to silver, remainder to bronze</i>
2	<i>Groups</i>	<i>Gold, silver, bronze. Top 4 gold to stage 3</i>
3	<i>KO</i>	<i>Semi-finals, stage 2 1<sup>st</sup> v 4<sup>th</sup> &amp; 2<sup>nd</sup> v 3<sup>rd</sup>  first to score 2 race wins to stage 4</i>
4	<i>KO</i>	<i>Final, first to score 3 race wins</i>

## Addendum C Courses

### C1 'S' COURSE

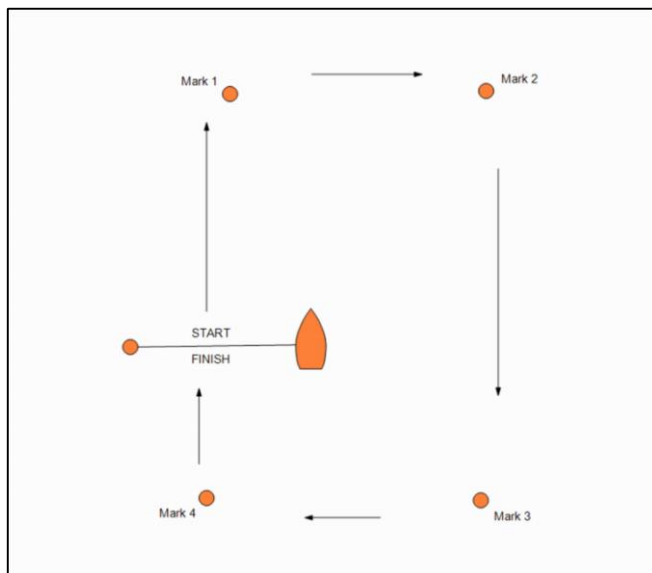
*This is the standard team racing course for multi-team dinghy events. In most conditions it enables rolling starts at 3 minute intervals.*



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 D5. Breakdowns**

- D5.1.**  
Rule D5 applies when boats are supplied by the organizing authority.
- 6**            **D5.2.**  
**7**            When a boat suffers a breakdown in the racing area, she may request a score change by displaying a red flag at the first reasonable opportunity after the breakdown until it is acknowledged by the protest committee or by an umpire. If possible, she shall continue racing.
- 8**            **D5.3.**  
**9**            The protest committee shall decide requests for a score change in accordance with rules D5.4 and D5.5. It may take evidence in any way it considers appropriate and may communicate its decision orally.
- 10**           **D5.4.**  
**11**           When the protest committee decides that the team's finishing position was made significantly worse, that the breakdown was through no fault of the crew, and that in the same circumstances a reasonably competent crew would not have been able to avoid the breakdown, it shall make as equitable a decision as possible. This may be to abandon and resail the race or, when the boat's finishing position was predictable, award her points for that position. Any doubt about a boat's position when she broke down shall be resolved against her.
- 12**           **D5.5.**  
**13**           A breakdown caused by defective supplied equipment or a breach of a rule by an opponent shall not normally be determined to be the fault of the crew, but one caused by careless handling, capsizing or a breach by a boat on the same team shall be. If there is doubt, it shall be presumed that the crew are not at fault.

## **Addendum E Round Robins in Groups**

- E1**    In a round-robin stage, teams are assigned to one or more groups and scheduled to sail against all other teams in their group one or more times.
- E2**    In the first stage of an event, the teams may be assigned to a single group, seeded to groups based on past performance or assigned randomly. In subsequent round-robin stages the highest placed teams will be assigned to one group, the next highest placed teams to another group, and so on.
- E3**    The stage shall be scored in accordance with RRS D4.1 to D4.5 inclusive. However, results from the previous stage may be carried forward and the scores from the previous and current stages may be given different weights.

## **Addendum F HLS League**

- F1** Teams for each race will be selected randomly. Teams will not sail any other team more than once in stage 1.

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Rules for this stage

- F2 If the full round robin has been completed, teams will be ranked on the basis of RRS D4.3 and ties broken using RRS D4.4. RRS D4.2(b) does not apply to stage 1.
- F3 If the full stage has not been completed, teams will be ranked in order of their percentages of races won. Any ties shall be broken in accordance with the following rules and RRS D4 is changed accordingly. Ties shall be broken in the following order in favour of:
- (a) If all tied teams have met, the number of races won when the tied teams met.
  - (b) If all tied teams have met, the points scored when the tied teams met.
  - (c) The sum of points scored in all races divided by the number of races sailed.
  - (d) For each tied team, the sum of the percentages of races won by the teams they beat, calculated as H3 above, divided by the number of races they won.
  - (e) For each tied team, the sum of the average points per race for the teams they beat, divided by the number of races they won.
  - (f) A sail-off if possible, otherwise a game of chance.
- F4 In F3(b), F3(c) and F3(e) the team with the lowest number shall be ranked first; in all other cases the team with the highest number shall be ranked first.
- F5 If a tie is partially resolved by one of the above, then the remaining ties shall be broken by starting again at F3(a).
- F6 For the purposes of F3(c), if a team is penalised a race win, or part thereof, the penalty is changed to include 6 points added to the team's overall score (or 6 points pro-rated e.g. half a race win is 3 points).
- F7 SI 3.5 is changed to:  
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.

*If required, this addendum is to be provided by the race committee. See also SI Addendum B.*

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

- H1 For each race, the race committee will allocate boats to the participating teams.
- H2 Spinnakers, trapezes and the gear specifically provided for the utilisation of these shall not be used, unless permitted in the sailing instructions.
- H3 Standing rigging shall not be altered nor any gear removed without the permission of the race committee.

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H4 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.

H5 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.