

The Cam Cup 2018

3rd & 4th March 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 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 stages 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

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- B Event Format
- C Courses

Race Formats and Schedules

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

Addendum A

Event Related Rules

The Cam Cup 2018

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 both her gunwales are touching the water or her mast is stuck in the bottom of the lake or sea, 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.	Yes
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 GWSC café (aka wet bar), on the Ground floor.
- 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 flagpole located directly in front of the club house

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 C1 as described in SI Addendum C.
- A3.3 MARKS
The marks of the course will be buoys with flags. The spare mark is an orange spherical buoy.
- 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.

EVENT SYSTEM	✓					✓
Signal	Timing options		Sound	Alternative visual signals		
	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

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

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
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A5.2 LOCAL RULES

The following local rules also apply:

- 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.
- 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 OTHER RULES

A5.3.1 RRS 31 (Touching a Mark) is changed to 'While racing, neither the crew nor any part of a 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 stage¹ 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	HLS	
2	Groups	Teams will be split into three groups containing as even number of teams as possible. (Gold, Silver, Bronze) Where the number of teams is not divisible by three, additional teams will be allocated to the Silver, Gold and Bronze leagues in that order.
3	KO	Semi Finals If Stage 2 is completed then the Semi-Finals will be: 1st Gold vs 1st Silver 2nd Gold vs 3rd Gold 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
4	KO	The final will be between the two winning semi-finalists. The winner of the final will be the first to score three race wins.

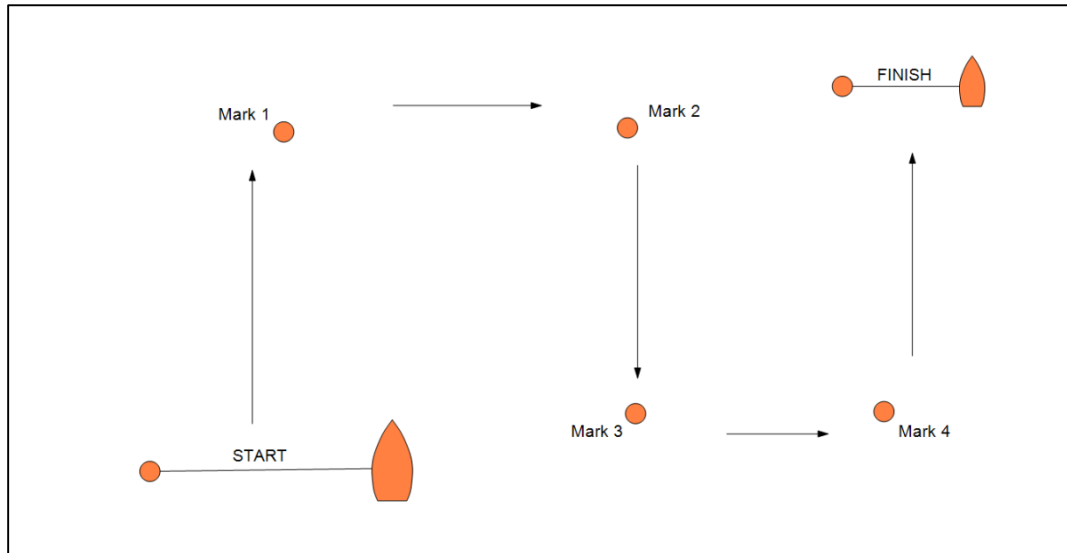
¹ In this document the word 'stage' is used (instead of round) for each major section of an event.

Addendum C

Courses

C1 INVERTED 'S' COURSE

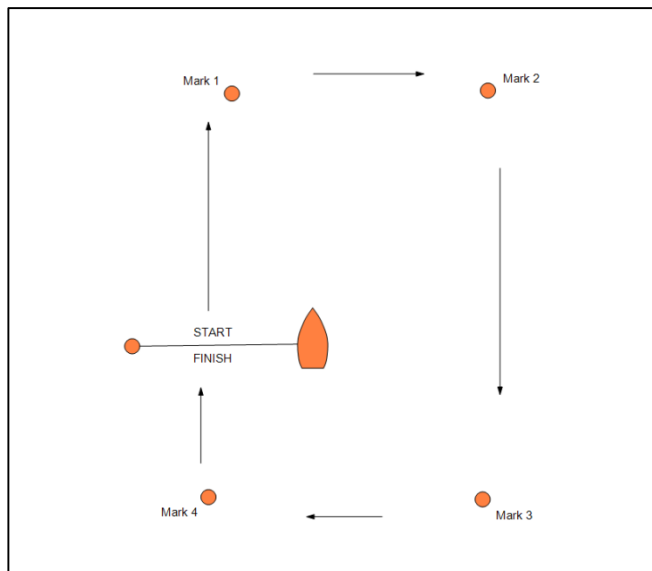
This is the standard team racing course for multi-team dinghy events. In most conditions it enables rolling starts at 3 minute intervals.



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

C2 RECTANGULAR COURSE

This course is suitable for simultaneous races provided the last start of a sequence is before any boat in the first start completes a round.



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 H

HLS League

H1 Teams for each race will be selected randomly. Teams will not sail any other team more than once in Stage 1.

Rules for this stage

- H2 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.
- H3 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.
- H4 In H3(b), H3(c) and H3(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.
- H5 If a tie is partially resolved by one of the above, then the remaining ties shall be broken by starting again at H3(a).
- H6 For the purposes of H3(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).
- H7 SI 3.5 is changed to:
- When the race or protest committee orders a resail of a completed race, the race committee may postpone the resail indefinitely unless the result is relevant to progress, but not seeding, in the next round. Any race where a resail is granted but the race is not resailed, will be treated as unsailed in the results.

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.