

**BUCS Match Racing Championships 2024**  
**24<sup>th</sup> and 25<sup>th</sup> February 2024**  
**Weymouth and Portland National Sailing Academy**  
**SAILING INSTRUCTIONS (SIs)**

**Abbreviations**

IJ – International Jury	PC – Protest Committee
NA – National Authority	RC – Race Committee
NoR – Notice of Race	RCV – Race Committee Vessel
OA – Organising Authority	RRS – Racing Rules of Sailing
SI – Sailing Instructions	

**1 RULES**

- 1.1 The event is governed by:
  - (a) The ‘rules’ as detailed in NoR 1.
  - (b) The rules for Handling Boats (SI Addendum C). Class rules will not apply.
  - (c) The bye-laws of Portland Harbour.
  - (d) The requirements of WPNSA
- 1.3.1 The right of appeal will be denied in accordance with RRS 70.5.
- 1.3 When the umpires proceed under RRS C8.6 they will be guided by SI Addendum E.
- 1.4 Further to NoR 1.2, the RRS is changed as follows:
  - (a) When flag AP is displayed ashore, ‘1 minute’ is replaced with ‘not less than 20 minutes’ in Race Signals AP.

**2 CHANGES TO SAILING INSTRUCTIONS**

- 2.1 Any change to the SI will be posted not less than 60 minutes before the start of any race affected and will be signalled by the RC and PC representatives.
- 2.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 2.3 Amendments made on the water will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel (‘RCV’). An umpire may communicate these Race Committee changes either verbally or in writing.

**3 ENTRIES AND ELIGIBILITY**

- 3.1 Only skippers invited by the OA are eligible for the event. To remain eligible the entire crew shall ensure compliance with NoR 6. Invited Skippers are listed in Addendum A.
- 3.2 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC. As per NOR Addendum A.
- 3.3 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 3.4 When a registered team member is unable to continue in the event, the RC or OA may authorise a substitute, a temporary substitute, or other adjustments. Any substitutes must be from the same institution and registered on BUCSPlay 2023/2024 Sailing Competitors and Reserves list. When a registered skipper is unable to continue in the event, the RC or OA may authorise an original crew member to substitute.

#### **4 COMMUNICATIONS WITH COMPETITORS**

- 4.1 The race committee intends to communicate with competitors through the Telegram Group 'Race Team Broadcast'; competitors are invited to join the group following the link in NoR3.3, changed by Amendment to NoR #1 (posted 7<sup>th</sup> February 2024). Notices to competitors will also be posted on the [online notice board](#).
- 4.2 Skippers shall attend the first briefing, 0830 on Saturday 24<sup>th</sup> February, unless excused by the OA. Location will be confirmed via the 'Race Team Broadcast' chat. Weighing and registration are between 1730 to 1830 on Friday 23<sup>rd</sup> February, or 0730 to 0830 on Saturday 24<sup>th</sup> February, location will be confirmed through the 'Race Team Broadcast' chat. Teams will be requested to select a time slot through the 'Event Communications' Telegram chat for their weigh in. If teams do not select a slot, they will be assigned a time by the RC.

#### **5 BOATS AND SAILS**

- 5.1 The events will be sailed in Elliot 6m boats. The sails to be used will be allocated by the RC.
- 5.2 Boats will be identified by hull number.
- 5.3 Boats will be allocated each day, and each stage, as decided by the OA.
- 5.4 Boats will be exchanged in accordance with the pairing list and race schedule.
- 5.5 The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:
- | <b>Signal</b> | <b>Sail combination to be used</b>       |
|---------------|--|
| No signal     | Jib, full main, and spinnaker.           |
| B             | Jib and full main only (no spinnaker).   |
| C             | Jib, reefed main, and spinnaker.         |
| D             | Jib and reefed main only (no spinnaker). |
- 5.6 Other restrictions or instructions may be given verbally by an umpire. Flag 3<sup>rd</sup> substitute is not required.
- 5.7 The RC may permit a substitute boat for a skipper when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

#### **6 IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by hull number.
- 6.2 Boats will be allocated each day as decided by the OA.
- 6.3 Boats will be allocated for the stage as decided by the OA.
- 6.4 Boats will be exchanged in accordance with the pairing list and race schedule.

#### **7 FLIGHTS AND MATCHES**

Further to NoR 7:

- 7.1 The event format and match pairing lists are detailed in SI Addendum A and B.
- 7.2 The next flight and matches to be sailed in that flight will be displayed in order of starting on the RCV.
- 7.3 The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 7.4 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.

- 7.5 In a knock-out series between two skippers:
- (a) The skippers will alternate assigned ends for each match. Unless designated in the pairing list, the initial assigned ends will be determined by a draw. This changes RRS C4.1.
  - (b) When the series has been decided, further matches between these two skippers will not be sailed.
- 7.6 The latest time for an attention signal on Sunday 25<sup>th</sup> February will be 1600.
- 7.7 The number of matches to be sailed each day will be determined by the RC.
- 7.8 The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 7.9 Each subsequent flight will be started as soon as practicable.

## 8 RACING AREA

The racing area will be Portland Harbour.

## 9 COURSES

### 9.1 Configuration (not to scale)

Windward Mark - 'W'            o

Leeward Mark - 'L'            o

Start/Finish Line        o-----o

### 9.2 Signals and Course to be Sailed

Course signals will be displayed from the RCV at or before the warning signal.

Mark W and L shall be rounded to starboard.

#### Signal

No Signal

S

#### Course

Start - W - L - W - Finish

Start - W – Finish

## 10 MARKS / STARTING AND FINISHING LINE

10.1 The RCV and marks will be identified at the first briefing.

10.2 A buoy may be attached to the RCV boat anchor line just below keel depth. Boats shall not pass between this buoy and the RCV boat at any time. This buoy is part of the RCV boat ground tackle.

10.3 The starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end, and the course side of the starting/finishing at the port-end.

## 11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 There will be no changes of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or, for the first windward mark, starts.

## **12 ABANDONMENT AND SHORTENING**

- 12.1 RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- 12.2 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

## **13 COURSE LIMITS**

Any areas that are obstructions will be discussed at the first briefing.

## **14 BREAKDOWN and TIME FOR REPAIRS**

- 14.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display flag L to signal breakdown or damage to the boat, her sails, or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RCV and remain there, unless otherwise directed.
- 14.2 The time allowed for repairs will be at the discretion of the RC.
- 14.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 14.1.
- 14.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

## **15 TIME LIMIT**

- 15.1 A boat that does not Finish within 5 minutes after her opponent has completed the Course will be scored DNF. This changes RRS 35 and A5.

## **16 CODE OF CONDUCT**

- 16.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 16.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 16.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
  - (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - (b) Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - (c) Abuse of umpires before or after a decision (See also MR Call M4).
- 16.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC/IJ and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 16.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

## **17 PRIZES AND BUCS POINTS**

- 17.1 BUCS Medals will be awarded to the top three eligible teams.
- 17.2 BUCS Points will be awarded to institutions as outlined below.
  - (a) No member club will be awarded more than one set of BUCS Points.

- (b) Institutions will be awarded the BUCS Points corresponding to their highest placed team's position only.
- (c) Any lower placed teams from the same institution will be disregarded from the rankings for this purpose.

Institutional Rank	BUCS Points
1st	50
2nd	35
3rd	24
4th	16
5th	14
6th	12
7th	10
8th	8

## 18 RISK STATEMENT

Rule 3 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 accepts responsibility for the exposure of themselves and their crew to such inherent risk while taking part in the event.
- (b) They are responsible for the safety of themselves, their crew and any property they may bring, 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) 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.
- (e) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- (f) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention any rules and information produced for the venue or event and to attend any safety briefing held for this event.
- (g) It is their responsibility to ensure that they are familiar with the type of boat used, and the supplied equipment and are suitably experienced with its operation.
- (h) It is their responsibility for ensuring all supplied equipment is carried on board.
- (i) That they are fit to sail and that they believe the crew and the boat and crew is capable of competing in the anticipated conditions.

## **SI ADDENDUM A – LIST OF INVITED SKIPPERS and PAIRING LIST**

Will be posted on the online notice board and communicated through the 'Race Team Broadcast' Telegram chat before the event.

## **SI ADDENDUM B – EVENT FORMAT and SCHEDULE OF RACES**

Will be posted on the online notice board and communicated through the 'Race Team Broadcast' Telegram chat before the event. Any changes to the schedule of races will be communicated through the 'Race Team Broadcast' Telegram chat.

## **SI ADDENDUM C – HANDLING of BOATS**

### **1 GENERAL**

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

### **2 [NP] PROHIBITED ITEMS and ACTIONS**

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Marking directly on the hull or deck with permanent ink, or using any tape that leaves a residue/ use of duct tape.
- 2.10 Adjusting or altering the tension of standing rigging.
- 2.11 Using the spinnaker pole to wing out the foresail.
- 2.12 Attaching lines to the fabric of spinnakers.
- 2.13 Perforating sails, even to attach tell tales.
- 2.14 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- 2.15 The use of electronic equipment, unless permitted by SI C3.1.
- 2.16 The use of any halyard, non-working spinnaker sheets or the spinnaker twinning lines for hiking is prohibited.
- 2.17 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to aid the projection of a crew member outboard is prohibited unless that crew member holding the shroud is seated on the side deck.
- 2.18 The spinnaker shall only be hoisted/lowered from/to the spinnaker bag.
- 2.19 Whilst the spinnaker pole is attached to the mast the pole downhaul must be attached to the pole at all times, save for temporary removal for no more than a few seconds.
- 2.20 The use of the spinnaker pole stowage loop on the boom for controlling the position of the boom is prohibited.

2.21 A breach of SI C 2.11, 2.16, 2.17, 2.18, 2.19 or 2.20 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.3

**3 PERMITTED ITEMS and ACTIONS** – the following are permitted:

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) tell tale material
- (f) hand held compasses, watches, timers and small personal video devises such as GoPro
- (g) shackles and clevis pins
- (h) velcro tape
- (i) bosun's chair
- (j) spare flags

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of mainsheet purchases.

**4 MANDATORY ITEMS and ACTIONS** – the following are required:

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) folding, bagging and placement of the sails as directed
- (b) leaving the boat in the same state of cleanliness as when first boarded that day

4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.6 Leaving the engine gear lever in the reverse position while racing.

4.7 A breach of items 4.2 and 4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

**SI ADDENDUM D – EQUIPMENT LIST**

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

**SAILS and SAILING EQUIPMENT**

Mainsail and set of battens

Headsail & Spinnaker

One spinnaker pole

One spinnaker sheets

Two headsail sheets

Tiller extension



## SI ADDENDUM E – DAMAGE PENALTIES

### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.