



British Universities & College Sport and The British Universities Sailing Association

Team Racing Championship 2018 – Finals

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. Teams 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 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 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 competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, 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 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

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

Race Formats and Schedules

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

Addendum A

Event Related Rules

BUSA Team Racing Championship 2018 – Finals

Section 1: Additional Rules

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 at or after her starting signal, so that her masthead is in the water, shall retire promptly.	Yes
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.	n/a
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

Section 2: Communications with Competitors

A2.1 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located at the event marquee.

A2.2 CHANGES TO SAILING INSTRUCTIONS

Changes to these SIs 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

(a) Signals made ashore will be displayed on a flagpole near Race Control.

(b) When displayed ashore, Flag AP with two sound signals (one sound signal when lowered) means "Races not started are postponed". The warning signal of the next race will be made not less than ten minutes after Flag AP is lowered. This amends Race Signal AP.

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

A3.1 RACING AREA

The racing area will be Strathclyde Country Park.

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 identified on the Official Notice Board.

A3.4 MOVING MARKS

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

A3.5 OBSTRUCTIONS

Known obstructions will be listed on the Official Notice Board.

A3.6 STARTING LINE

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

A3.7 FINISHING LINE

The finishing line will be between the mast of a finish 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
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A5.2 LOCAL RULES

No local rules apply

A5.3 OTHER RULES

A5.3.1 SI2.1 The second sentence is deleted.

A5.3.2 SI2.3 is added to read as follows:

Except in the case of teams having applied through BUCSScore, teams shall provide any required damage deposit before going afloat for the first time. In the event of a team causing damage, the Race Committee may require the team to Top Up their damage deposit before continuing racing.

A5.3.3 SI K1 is amended to read:

For each race, the race committee will allocate boats to the participating teams
Helms and crews may be required by the Race Committee to race in specific boats within a flight

A5.3.4 Add SI K1(a) During Knockout Stages, Teams will not swap boats.

A5.3.5 Rule 16.2 is amended to " In addition, a starboard-tack boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the port-tack boat would immediately need to change course to keep clear of her."

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

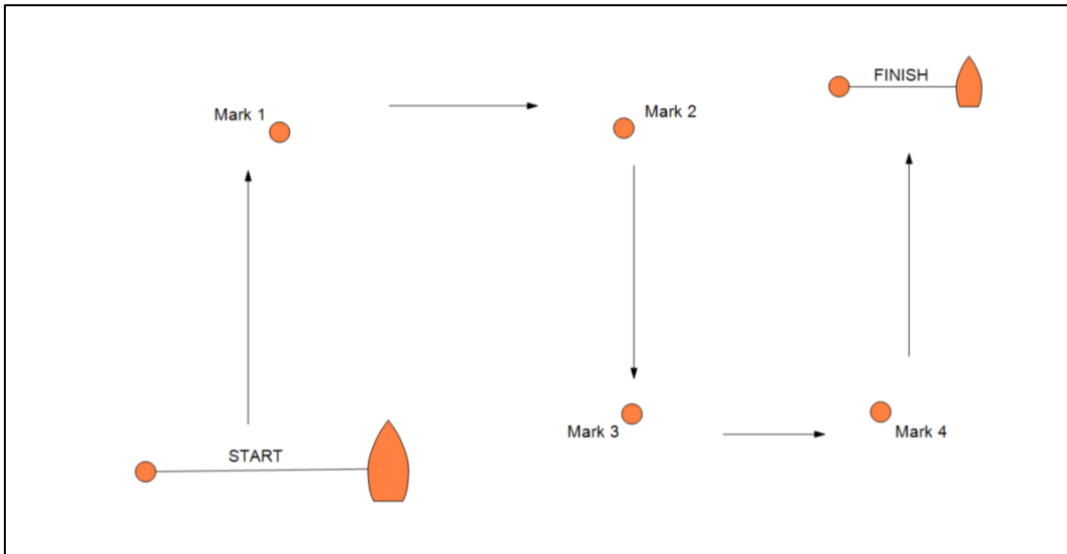
Stage	Format Code	Additional Information
1	G	The BUSA Technical Delegate(s) will make the initial draw on Sunday 1 st April. Teams will not be matched if they have met within eight rounds of the round being scheduled. A new round will not be started after 12:45 on Wednesday 4 th Races and no more races in this stage will be started after 13:45.
2	KO	Quarter Finals – First team to score two race wins. The quarter finals will be between: QF(a) – 1 st Stage 1 vs 8 th Stage 1 QF(b) – 2 nd Stage 1 vs 7 th Stage 1 QF(c) – 3 rd Stage 1 vs 6 th Stage 1 QF(d) – 4 th Stage 1 vs 5 th Stage 1 The tie between the losing quarter finalists will be broken in order of a team's position at the end of Stage 1
3	KO	Semi Finals – First team to score two race wins. SF1 – Winner QF(a) vs Winner QF(d) SF2 – Winner QF(b) vs Winner QF(c)
4a	KO	Petit Final – First team to score two race wins. Loser SF1 vs Loser SF2
4b	KO	Final – First team to score three race wins. Winner SF1 vs Winner SF2

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

Addendum C

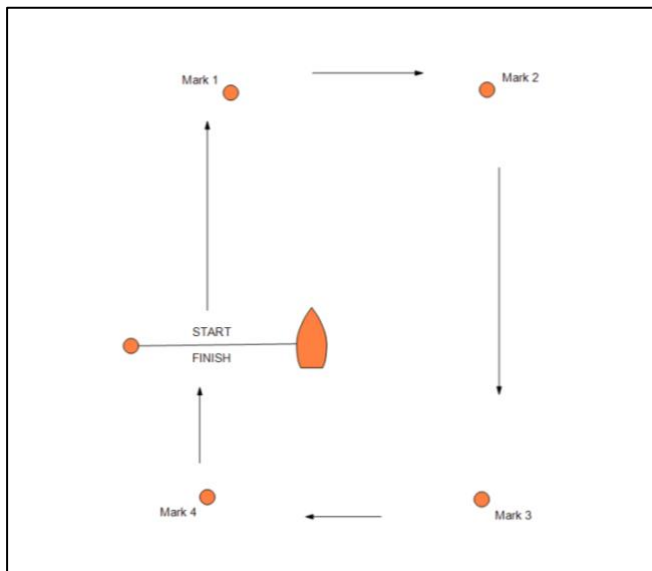
Courses

C1 INVERTED 'S' COURSE



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

C2 RECTANGULAR COURSE



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 G

Swiss League

- G1 This stage will be a computer-generated Swiss League.
- G2 A draw will determine the first round.
- G3 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.
- G4 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.
- G5 If the final round cannot be completed, its results will be ignored.
- G6 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.
- G7 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 and shall not be grounds for redress. This amends RRS 62.1 and D3.3.
- G8 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. This amends RRS D3.3.
- G9 Resails will be sailed at the end of the next available round. The race committee will allocate the resails within a slot and they will not necessarily be in the same boats as the original race.
- G10 Half-win penalties will be applied after the end of the round and before tie-breakers are applied.

Rules for Breaking Ties

- G11 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 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.

This test rule is designed to overcome problems with rule 16.2 as it applies to team racing under Appendix D. Organizing authorities for umpired team racing events, particularly with keelboats, are encouraged to use this test rule and to report their view to World Sailing promptly after each event.

This test rule will apply only to umpired team racing when sailing instructions so state. It has been authorised by World Sailing in accordance with regulation 28.1.5(b).

Alternative Racing Rule 16.2

When stated in the sailing instructions, rule 16.2 is changed to

16.2 In addition, a *starboard-tack* boat on a beat to windward shall not bear away to a course more than 90 degrees from the true wind if as a result the *port-tack* boat would immediately need to change course to *keep clear* of her.

When this rule applies the following changes to the Team Racing Call Book apply:

Call D2	Delete call
Call D5	In answer 1 delete all references to rule 16.2 and delete the final paragraph in italics
Call G7	Delete Q&A 1

Reasons for Test

Current Team Racing Call D2, particularly answer 2, is agreed as the correct interpretation of current Part 2 rule 16.2. However, the switch off of the rule when the boats are approaching each other as shown in Call D2 creates undesirable situations with a high risk of damage to the boats. This cannot be resolved without a significant change to the rule. The deletion of the rule is considered likely to make the situation worse where a dial-down by the starboard-tack boat is a common tactic. The recommendation builds on Racing Rules Committee discussions on submission 171-15. It minimises the restrictions on the right-of-way boat while providing an escape route for the keep clear boat.

Objectives for Proposed Rule

- Apply only when the starboard-tack boat is on a beat to windward (as defined in World Sailing Case 132)
 - The rule shall apply in addition to rule 16.1 which will always apply
 - Permit the starboard-tack boat to luff at any time
 - Permit the starboard-tack boat to bear away to a course that is no more than 90 degrees from the wind
 - Prohibit the starboard-tack boat from bearing away to a course more than 90 degrees from the wind if the port-tack boat will immediately need to change course to keep clear.
-