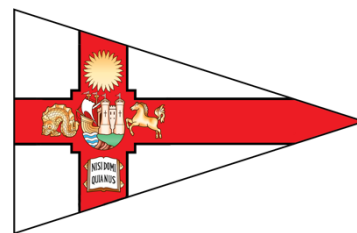


The Bristol Brew – Sailing Instructions

1st – 2nd December 2018



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 rounds 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 the next round.

4 Protests 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 the next round 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.

- 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)
- M Damage Rules and Procedures

Addendum A

Event Related Rules

Event:

Section 1: Additional Rules

Delete as required

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.	Yes No
A1.4	RRS D1.1(d), Arm Signals when RRS 20 applies, is deleted.	Yes
A1.5	A boat capsized after her starting signal, so that her masthead is in the water, 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 the clubhouse used for the event

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. If different, they will be displayed

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

A3.1 RACING AREA

The racing area will be Chew Valley Lake

A3.2 COURSE

The course will be as described on the official notice board

A3.3 MARKS

The marks of the course will be described 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

The following areas are defined as obstructions – if ~~defined~~ defined on the official notice board

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. If different, the finishing line will be

A3.8 TIME LIMITS

The time limit for each race shall be 30 / minutes.

Boats that fail to finish within 10 / minutes after the first boat finishes will be scored DNF. This amends RRS 35 and A5.

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						THIS ONE
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 or 3 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 that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was OCS at her starting signal, she shall be scored in accordance with RRS D3.1(b). This amends RRS A4 and A5.

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
Addendum L	Boat Handling Rules	No
Addendum M	Damage Rules and Procedures	No

A5.2 LOCAL RULES

The following local rules also apply:

Full wetsuits/drysuits should be worn by all those who are on the water, failure to do so will result in a penalty deemed appropriate by the organising authority.

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 stage in Groups, 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 Rules
1	HL	
2	If not, announced at briefing	
3		
4		
5		

As an example only

Stage	Format Code	Additional Rules
1	HLS	
2	Groups	
3	KO	Semi-finals, first to score 2 race wins
4	KO	Final, first to score 3 race wins

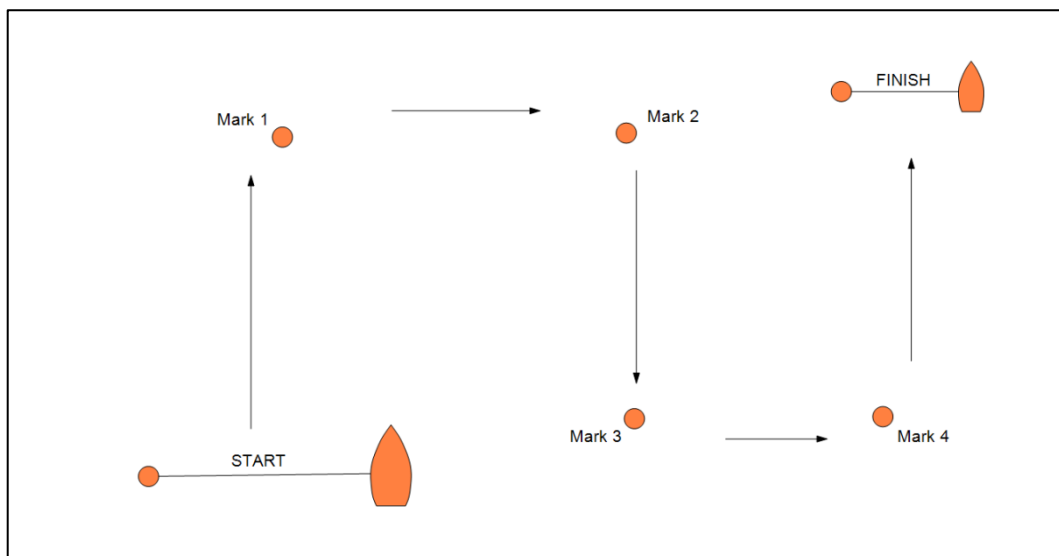
¹ In this document the word 'stage' is used (instead of round) for each major section of an event.

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

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 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.

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 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 (c) 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(d) 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

- J1 For each race, the race committee will allocate boats to the participating teams.
- J2 Spinnakers, trapezes and the gear specifically provided for the utilisation of these shall not be used, unless permitted in the sailing instructions.
- J3 Standing rigging shall not be altered nor any gear removed without the permission of the race committee.
- J4 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.
- J5 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.