The Sheffield Shuffle

24th and 25th April 2027 **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 70.3.

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 61.4.

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, in accordance with RRS 70.3. This amends RRS 63.2.

4.3 When the race umpires 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 D3.3(a).

4.4 When the race committee decides that a boat has broken SI A4.3, Time Limit for Starting, has broken SI A1.3, or has failed to sail the course and broken RRS 28, it shall penalise her 6 points without a hearing.

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 may penalise the competitor's team half a race win without a hearing.

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 and D3.3.

5 Risk Statement, Insurance

5.1 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 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.

Index to SI Addenda

Addenda That Always Apply

A Event Related Rules

B Event Format

C Courses

Race Formats and Schedules

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

Addendum A - Event Related Rules

Event:

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	(1) A boat capsized 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.	Yes
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 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.

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

A3.1 Racing Area

The racing area will be approximately 150m north-east of the clubhouse

A3.2 Course

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

A3.3 Moving Marks

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

A3.4 Obstructions

The following areas are defined as obstructions: the far east of the reservoir next to the dam as it is a hazard. The far north of the reservoir beyond the old dam tower, which has resurfaced due to low water level, as it is a hazard.

A3.5 Starting Line

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

A3.6 Finishing Line

The finishing line will be between the mast of a finishing boat and a finishing mark.

A3.7 Time Limits

The time limit for each race shall be 30 minutes. There will be no warning signal after 1700 on the 23rd and 1600 on the 24th.

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	Yes
Addendum L	Boat Handling Rules	no

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 RRS D4.2.

Code	Description	Format Rules
HLS	HLS league	Addendum H
RC	Other format provided by race committee	Addendum J
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 Knock-Out stage, the number of race wins required to win a match shall be stated, as RRS D4.5.

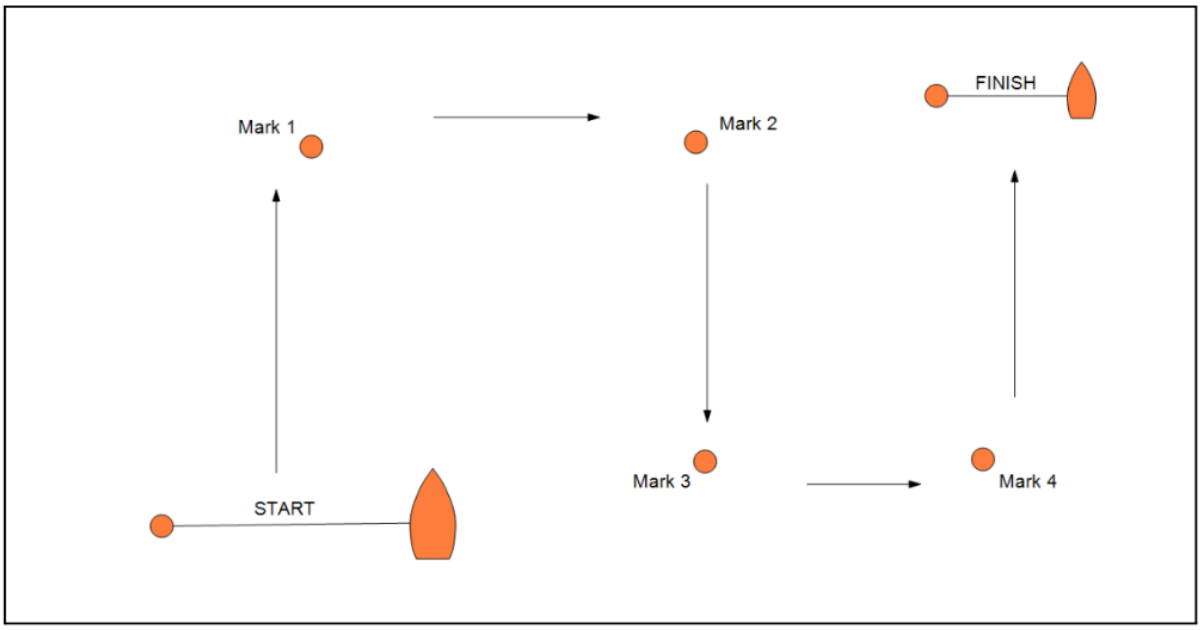
Intended Format:

Stage	Format Code	Additional Information
1	HLS	Top four teams progress to stage 2
2	KO	Semi-finals, 1st vs 4th and 2nd vs 3rd. First to score 2 race wins
3	KO	Losing teams from semi-finals race in petit-final. First to score 2 race wins.
4	KO	Winning teams from semi-finals race in final. First to score 2 race wins.

Addendum C: Courses

C1 'S' Course

Course: Start, round marks 1 then 2 to starboard, round marks 3 then 4 to port, finish.



Addendum H: HLS League

H1 Teams for each race will be selected randomly. A team will not sail any other team more than once in a stage.

H2 If the full round robin has been completed, teams shall be ranked on the basis of RRS D4.3(a) and ties broken using RRS D4.4.

H3 If the full round robin has not been completed, teams shall be ranked in order of their percentages of races won. RRS D4.3(b) is deleted, and RRS D4.4 is changed to:

(a) Ties shall be broken in the following order in favour of:

(1) if all tied teams have met, the number of races won when they met, highest first;

(2) if all tied teams have met, the total points scored when they met, lowest first;

(3) the average points per race scored by each tied team in all its races, lowest first;

(4) the average of the percentage wins of teams that each tied team beat, highest first;

(5) the average of the average points scored in all races by teams that each tied team beat, lowest first;

(6) a sail-off if possible, otherwise a game of chance.

(b) If a tie is partially resolved by one of the above, then the remaining ties shall be broken by starting again at H3(a)(1).

H4 In order for H3 to break ties as fairly as possible, when a team is penalised a race win (or part thereof) for an incident when not racing, the team's total points score shall also be increased by 6 points (or 3 points) respectively. Individual race scores are not changed.

Addendum J - Special Event Format

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

Addendum K: When Boats are Supplied by the Organising Authority

K1 EQUALISATION AND ALLOCATION

(a) The organising authority and race committee will take reasonable steps to equalise the boats.

(b) The race committee will allocate the boats to be used in each race.

(c) Neither the allocation of boats, nor any variation between the boats and their equipment, shall be grounds for redress. This changes RRS 61.4(b).

K2 (a) Supplied boats shall be deemed to conform to their class rules.

(b) When class rules change RRS 42, such changes shall not apply.

K3 RESPONSIBILITY FOR A BOAT

(a) 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.

(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 or a breakdown risks further damage to the boat, she shall retire immediately.

K4 PROHIBITED ACTIONS

(a) Adjusting or altering the tension of standing rigging, excluding the backstay when fitted, except with the authorisation of the race committee;

(b) Adding to, omitting or altering the equipment supplied, including cutting or shortening any sheets, control lines or other running rigging;

(c) Removing or replacing any equipment without the consent of the race committee;

(d) Marking directly on the hull or deck with permanent ink;

(e) Perforating sails, even to attach tell tales;

(f) Boarding or using a boat without the consent of the race committee.

K5 REQUIRED ACTIONS AT END OF EACH DAY

At the end of each sailing day, the crew shall complete the following tasks:

(a) Sails shall be rolled, bagged and placed as directed.

(b) The boat shall be left in the same state of cleanliness as when first boarded that day.

(c) The crew shall comply with any directions posted on the boats or otherwise given to the crew by the race committee.

(d) The boat shall be returned to the dock or other notified location and secure it safely in accordance with any local instructions.

At the end of the final day for a particular boat, the boat shall be cleaned, and all rubbish, tape and marks removed.