

1 Rules

- 1.1 Racing will be governed by the *rules* as defined in the Racing Rules of Sailing including Appendix D, Team Racing Rules.
- 1.2 The right of appeal is denied in accordance with rule 70.5(a).
- 1.3 When boats are provided by the Organising Authority they shall be deemed to conform to their class rules. When class rules change rule 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 a £200 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 Notices to Competitors

Notices to competitors will be posted on the official notice board located in the clubhouse used for the event, unless a different location is specified in the appendix to these SIs.

4 Changes to Sailing Instructions

Changes to these SIs will be signalled by flying flag L from the shore signal position. Such changes will be posted on the official notice board not less than 10 minutes before the warning signal of the first affected race.

5 Signals made Ashore

- 5.1 The shore signal position is the club flagpole unless a different location is specified in the appendix to these SIs.
- 5.2 When displayed ashore, flag AP with two sound signals (one sound signal when lowered) means "Races not started are postponed". The warning signal for the next race will be made not less than ten minutes after flag AP is lowered. This amends race signal AP.

6 Event Format and Schedule of Races

- 6.1 The format of the event will be described in the notice of race or on the official notice board at the event. 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.
- 6.2 The 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.
- 6.3 Every race will be assigned a race number in the race schedule.
- 6.4 Unless otherwise specified in the appendix to these SIs, the race number will be displayed on the committee boat between the preparatory signal and start signal for that race. When the race number is displayed in this way, it overrides all prior communications, schedules or instructions. The race committee may at any time remove a particular race from the published sequence of races and run it at a later time.

7 The Course and Time Limit

- 7.1 Unless otherwise specified in the appendix to these SIs:
 - (a) the starting line will be between the mast of a committee boat and a starting mark;
 - (b) the finishing line will be between the mast of a committee boat and a finishing mark.
- 7.2 The starting mark, finishing mark and course marks will be described on the official notice board.
- 7.3 The course configuration will be displayed on the official notice board.
- 7.4 The race committee may move marks of the course at any time. Rule 33 will not apply.
- 7.5 Unless otherwise specified in the appendix to these SIs, the time limit for each race will be 30 minutes. Boats failing to finish within ten minutes after the first boat finishes will be scored DNF. This amends rule 35.

8 **The Start**

- 8.1 Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. This amends rule 26.

<i>Signal</i>	<i>Minutes before starting signal</i>	<i>Sound</i>	<i>Alternative visual signals</i>
Warning	3	One	3 battens
Preparatory	2	One	2 battens
One-minute	1	One	1 batten
Starting	0	One	No battens

The visual signals for the event will be described in the appendix to these SIs or on the official notice board.

- 8.2 When a boat is subject to rule 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this amends rule 29.1. The race committee may hail the sail numbers or the total number of premature starters.
- 8.3 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 rule D3.1(b). This amends rules A4 and A5.
- 8.4 After a general recall, succeeding races may be delayed for the recalled race. Attention is drawn to SI 6.4.
- 8.5 Attention may be drawn to an imminent warning signal by a series of short sound signals. If flag AP has been flown, these signals may be used in place of the standard one minute interval. This amends race signal AP.

9 **Protests and Penalties**

- 9.1 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.
- 9.2 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 rule 63.1.
- 9.3 When rule D2 applies and the race umpires together with one other umpire (when available) decide that a boat has broken rule 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 rule D3.1(d). This amends rule 63.1.
- 9.4 When a competitor breaks additional rule 1.8, personal flotation device, or 1.9, wet or dry suits, in the appendix to these SIs the competitor's team shall be penalised one race win without a hearing. This amends rule 63.1.
- 9.5 When a protest committee decides that a breach of a rule, other than a rule of 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 rules 64.1 and D3.1.

10 **When Boats are Supplied by the Organising Authority**

- 10.1 For each race, the race committee will allocate boats to the participating teams.
- 10.2 Spinnakers, trapezes and the gear specifically provided for the utilisation of these shall not be used.
- 10.3 Standing rigging shall not be altered nor any gear removed without the permission of the race committee.
- 10.4 BREAKDOWNS
- (a) When a supplied boat suffers a breakdown, rule 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.
 - (e) The race committee may postpone a resail indefinitely and score each team half a race win unless the result is relevant to progress, but not seeding, in the next round.

10.5 CONTINUITY

UK TEAM RACING ASSOCIATION

Standard Team Racing Sailing Instructions

Significant changes to the 2012 version of these SIs are sidelined.

February 2013

Page 2



- (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.

11 Risk Statement, Insurance

- 11.1 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.
- 11.2 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 appendix to these SIs.

Appendix

Note to Race Committee

This appendix is to allow you to post a single copy of these Sailing Instructions on the Notice Board and hand out just this sheet to each team or competitor.

Completion of this sheet in clear handwriting is quite acceptable; cross out non-applicable items.

Event:

Section 1: Additional Rules

1.1 Races will be umpired. Rule D2 applies.	YES
1.2 Two-Flag Protest Procedure applies as rule D2.5.	NO
1.3 Races with Limited Umpiring applies as rule D2.6.	NO
1.4 Rule D1.1(d), Arm Signals when rule 20 applies, is deleted.	YES
1.5 A boat capsized after her starting signal, so that her masthead is in the water, shall retire immediately.	YES
1.6 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
1.7 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 rule 44.1.	N/A
1.8 An adequate personal flotation device shall be worn at all times whilst afloat.	YES
1.9 Wet or dry suits shall be worn at all times when afloat.	YES

Section 2: Alterations to Standard Team Racing Sailing Instructions

- 2.1 The official notice board is located in the club house
- 2.2 The shore signal position is club flagpole
- 2.3 The committee boat will identify the next race to be started by showing the number of the race on the committee boat
- 2.4 The start line will be between the mast of the committee boat and a mark.
- 2.5 The finish line will be between the mast of the committee boat and a mark.
- 2.6 The time limit for each race is 30 minutes.
- 2.7 The time limit for boats to finish after the first boat is 5 minutes
- 2.8 The intended interval between the starts of successive races is: minutes (normally 3, 4 or 5)
- 2.9 The starting system visual signals will be: (see SI 8.1)
 - Warning signal 3 batten
 - Preparatory signal 2 battenIf not shown above, the visual signals for starting races will be described on the official notice board.
- 2.10 Unless specified in the notice of race the damage deposit / limit of loss for one incident is £200 (see section 3 for more details on BUSA new code of conduct.

Section 3: Local and Other Rules

- 3.1 The following other local rules apply:

Room may only be called on the banks of the lake from 4 boat lengths away and 4 boat lengths from the dam wall.
- 3.2 This voluntary Code of Conduct is promoted by BUSA as best practice for Member Clubs running team-racing events. The Code aims to reduce disputes concerning damage and the charter of boats as well as to improve the level of organisation of events.

The Code is not mandatory for Clubs, but Clubs that have not signed sign up will have their events marked accordingly on the BUSA Event Calendar.

1. The Notice of Race for the event will be based on the current UKTRA Standard Notice of Race and Sailing Instructions.
 2. All supplied boats being used at the event will be either owned by the Club or chartered under a written charter agreement from another Club or organisation.
 3. Comprehensive liability insurance is in place for the supplied boats and equipment and the level of excess does not exceed the required damage deposit.
 4. The event will appoint a Damage Officer who has sufficient experience and expertise of team racing to assess damage to the boats and to allocate liability.
 5. Prior to racing, the Damage Officer will inspect all supplied boats and any pre-event damage or wear and tear will be recorded in writing. Where possible, photographic evidence of damage will be kept.
 6. During racing, the Damage Officer will record in writing any damage to the boats and keep a written record of any opinions by the umpires on liability.
- The Damage Officer will proactively ask the umpires for their opinions.
7. After racing, the Damage Officer will inspect all the boats and make a final record of any damage or wear and tear. Where possible, photographic evidence of damage will be kept.
 8. The Club agrees that teams will not be liable for general 'wear' and tear to the boats (which is viewed by BUSA and the RYA as not being damage).
 9. Proposed deductions from damage deposits will be notified to the team before it departs the venue (or, in exceptional circumstances, within 48 hours of the event ending).
 10. Damage deposits will be repaid within 5 working days of the event ending.

