



RYA Ladies Nationals' 2017
Sailing Instructions



*Spinnaker Club & Wessex Sailing Club on
behalf of the RYA and BUSA*

Sailing Instructions

Rev 01 – 21st February 2017

RYA Ladies' Team Racing National Championship

Incorporating the

BUSA Ladies' Team Racing Championship

25– 26th February 2017

Revision Tracker

Rev 00 (2017.02.20) – First Draft – For Discussion

Rev 01 (2017.02.21) – Live Race Document –Rule A1.4 & A3.5 amended, Addendum B updated



UNIVERSITY OF
Southampton

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 stages 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 any further stage.



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 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 any further stage 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; 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.



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 **(NOT USED AT THIS EVENT)**
- G Swiss League, Schedules and Tie Breaks **(NOT USED AT THIS EVENT)**
- H HLS League, Schedules and Tie Breaks
- J Special Event Format (provided by race committee) **(NOT USED AT THIS EVENT)**

Other Addenda

- K When Boats are supplied by the Organising Authority
- L Boat Handling Rules (intended for keelboats) **(NOT USED AT THIS EVENT)**



Addendum A

Event Related Rules

Section 1: Additional Rules

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.	No
A1.4	Arm Signals are required as RRS D1.1(d)	No
A1.5	A boat capsized on or after her starting signal, so her masthead is touching 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.



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

A3.1 Racing Area

The racing area will be dependent on the wind direction, but will be on Blashford Lake, at Spinnaker Club

A3.2 Course

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

A3.3 Marks

The marks of the course will be flag buoys.

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:

A3.6 Starting Line

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

A3.7 Finishing Line

The finishing line will be defined via one of two methods; the method will be clarified at the briefing, and an explanatory note posted on the Official notice board. The two methods are outlined below;

- a) When finishes are from a committee/finish boat, the line is defined as the tubular batten across (down) the glass window of the finishing boat and a finishing mark, displaying a red flag
- b) When finishes are from the race hut, the finishing line will be a transit formed by the tallest signal mast in front of the Race Hut displaying an Orange flag and the upper apex of the triangle in front of the signal mast. Inner and Outer Distance Marks, or any Combination of the two may be used. These will be marked with red flags

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 shown 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.

<i>Signal</i>	<i>Minutes before starting signal</i>	<i>Sound</i>	<i>Visual signals</i>
Warning	3	Three Short	3 tubes displayed
Preparatory	2	Two Short	2 tubes displayed
One-minute	1	One short	1 tubes displayed
Starting	0	One long	None or 3 displayed

An automated "auto hoot" system may be used for starting, this includes additional sounds signals. Competitors will be notified of the use of the "auto hoot" system in the briefing. The likely sound signals will be clarified on the Official notice board

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 H	HLS League, Schedules and Tie Breaks	Yes
Addendum K	When Boats are Supplied by the Organising Authority	Yes
Addendum L	Boat Handling Rules	No

A5.2 local rules

- a) After the final races of the day have been sailed, the teams which last sailed the boats have the sole responsibility of de-rigging, packing away and putting on covers, of these boats, to the standards and directions given by race committee. Failure to do this, as determined by the race committee, may result in fines of £25 (pounds) per boat being levied on teams, in additions to penalties described in SI4.5. Any fines raised will be paid to the RNLI. This fine can be taken from a team's damage deposit without a protest hearing
- b) After racing teams are asked to ensure all litter on the club grounds is collected. Any additional litter picking charges incurred by the Organisers will be passed onto the competitors through equal deductions from each team's damage deposits.



Addendum B

Event Format

The intended format is detailed in the table below:

Stage	Format Code	Comments & Tie break Rules
1	HLS League	Addendum H refers. Tie breaks as per Addendum H
2	Seeded Leagues	Addendum E refers. Tie breaks as per RRS D4
3	Knock Out Stage	RRS D4 applies

Stage 1 – Hebbert-Lucas Seeding (HLS) League

A HLS League will be sailed for Stage 1 of the Championship. The team rankings as determined by Stage 1 of the Championship will be used to allocate teams into leagues for Stage 2 of the Championship.

Stage 2 – Seeded Leagues

Gold & Silver leagues will be sailed for Stage 2 of the Championship. Teams shall be allocated into leagues using the rankings from Stage 1 of the Championship.

The **Gold League** shall consist of seven teams. The teams ranked from **first to seventh** place, in Stage 1 of the Championship, will be placed into the Gold league. The **Silver League** shall consist of seven teams. The teams ranked from **eighth to fourteenth** place, in Stage 1 of the Championship, will be placed into the Silver League.

If time allows, there may be more than one round robin of leagues in Stage 2. In the event of an additional round robin(s), there will be promotion and demotion of teams between the leagues. For each new round robin started, the Teams ranked **Sixth & Seventh** in the **Gold league** of the immediately previous round robin will be demoted to the Silver League for the upcoming round robin. The teams ranked **First & Second** in the **Silver League** of the immediately previous round robin will be promoted to the Gold League for the upcoming round robin.

If only one complete round robin of seeded leagues is completed in Stage 2, the teams ranked from **first to fourth** in **Gold League** and the team ranked **first**, in the **Silver League**, shall progress to Stage 3 of the Championship. If more than one complete round robin of seeded leagues is completed in Stage 2 the teams ranked from **first to fourth** in the **Final Round** of the **Gold League** in the shall progress to Stage 3 of the Championship. Scores from previous rounds of seeded leagues will not be carried forward and no teams in Silver League will progress to Stage 3.



Stage 3a – Knockouts (Repechage)

Stage 3a will only be required if only one round robin of seeded leagues is sailed in Stage 2.

The **Repechage** will be the **Fourth** placed team in **Gold League**, as ranked by the Championship during Stage 2, against the **first placed** team in the **Silver League**, as ranked by the Championship during Stage 2. The number of race wins required to win the Repechage will be clarified prior to the start of racing in stage 3a.

Stage 3b – Knockouts

Semi Finals, followed by Finals and 3rd/4th Playoff will be sailed for Stage 3b of the Championship.

Semi Final One will be **winner** in the **Gold League**, as ranked by the Championship during Stage 2, against a team of **their choice**. They can choose from:

- The winner of the Repechage (If stage 3b is sailed)
- The third placed team in the Gold League
- The fourth placed team in Gold league (If stage 3b is not sailed)

The winner of Semi Final One will be the team that is first to achieve 2 race wins

Semi Final Two will be the **Second placed** team in **Gold League**, as ranked by the Championship during Stage 2, against a the **remaining** team as listed above after the teams for Semi Final One have been allocated The winner of Semi Final Two will be the team that is first to achieve 2 race wins

The 3rd/4th playoff will be loser of **Semi Final One** against the loser of **Semi Final Two**. The winner of The 3rd/4th playoff will be the team that is first to achieve 2 race wins.

The Final will be the winner of **Semi Final One** against the winner of **Semi Final Two**. The winner of Final will be the team that is first to achieve 2 race wins.

Please note that Sailing Instruction 3.1 always applies –

“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.”

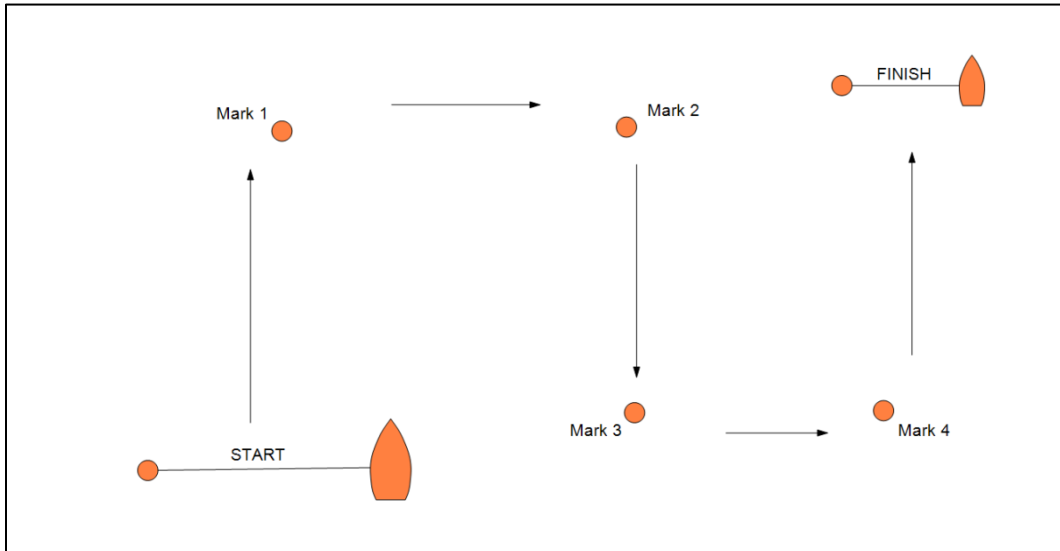


Addendum C

Courses

C1 Inverted 'S' Course

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.



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 of the Championship.

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 H3 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(e) 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** Standing rigging shall not be altered nor any gear removed without the permission of the race committee.
- J3** BREAKDOWNS
- When a supplied boat suffers a breakdown, RRS D5 applies.
- a) Competitors are responsible for inspecting their boats before racing.
 - b) Competitors shall report any defects, damage or breakdown to the race committee at the first reasonable opportunity.
 - c) When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.
- J4** CONTINUITY
- d) 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.
 - e) 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.

