

TWINAME / RYA Youth & Junior Team Racing Championships

BRIEFING NOTES

These notes are for information only, are issued for the guidance of competitors and are not part of the sailing instructions. No action or inaction by the organising authority, the race committee or the umpires arising from these notes may be the subject of a request for redress under rule 60.1(b) (requests for redress).

Questions on the sailing instructions and these briefing notes (and any other queries you may have) should be emailed to david.campbell-james@rya.org.uk. The questions and the replies will be emailed to all teams entered. They will also be posted on the notice board at the event.

It is not intended to repeat the items in these notes at the briefing on the Saturday morning.

Race Management

1. Registration

Registration will be from 0730 to 0830 on Saturday. Please arrive at registration with entry forms and guardianship forms complete. Medical forms may be completed via the web or brought in person.

The draw for the first round will be done prior to the briefing so that schedules will be available to all teams at the briefing. Chairman RYA TRWG and the PRO will do the draw. The first teams to sail will be notified by email.

After the end of registration, you need written permission from the PRO to change any of the six names but you may swap helms and crews within the team.

Don't leave home without the necessary guardianship forms already signed. **Minors will not be allowed to sail without one.**

2. Briefings

There will be Race Management and Umpire Briefings at 0800.
There will be Competitor Briefing at 0820

3. Sailing instructions

Sailing instructions have been posted to the RYA website. Please down-load and print them as copies will not be issued on registration. See documents section of the entry website

4. Bibs

Each team will be issued with three bibs at registration. The bibs must be worn by the Helms on the water outside all other clothing.

Bibs must be returned at the end of the event. They cost real money. Please return bibs to Race Control from noon on Sunday. Missing bibs will be charged £35 each and deducted from your damage deposit.

5. Format

The planned format for the event is to have three stages - a ranking series, followed by leagues and finally a knockout. Details will be posted on the Official Notice Board.

6. Your Race Process

Without doubt this and the following note on mustering are the most important ones here:

- There are two courses, two sets of boats and two mustering point - one for Youths and one for Juniors. Make sure you have identified these.
- The Youth event officials will be wearing Blue or Green bibs while the Juniors will be wearing Yellow or Red.
- During the initial rounds and leagues you will have a schedule that details all your races.
- The race schedule will indicate what coloured flight you are in. This colour indicates the coloured pennant attached to each shroud.
- The names of the teams to sail in the first races will be published on the RYA website and also on the Official Notice Board. These teams must rig their own boats and sail out to their course area and be ready for the first Warning Signal at 0857.
- At the end of the first race one of the teams will stay on the water and the other team will swap out.
- The team swapping out must sail immediately to the “Change Buoy” which is shown on the Course Diagram on the Official Notice Board.
- The Ferry boat will be waiting for you with the next team to sail in your boats.

Changing on the water.

- At each mustering point there is a number board that tells you which race should be going out next in the Ferry Boat
- When the number for your race is showing you must go immediately to your Ferry boat with all six members of your team.
- If you miss the ferry you miss the race.
- The Ferry boat will take you to the “Change Buoy” where you will get into your boats for the next race.
- Once in your boats you must sail immediately to the start line. The RO will not wait for you.
- Make sure you know which boats you are supposed to be getting into and check you get into the right ones.
- Teams that have registered and later drop out of the event will be designated as such by a notice on the board.
- If you are scheduled to sail against a team that has dropped out you must still go on the water as normal.
- In the event of a “drop out” the team that was scheduled to change with the “drop out” team must stay on the water and wait for the next change over or act as directed by the PRO
- Resails will be sailed at the end of a round or at the end of the day or the round robin as the Race Committee decides appropriate.

7. Race procedures

The first warning signal of the day will be at 0857. We will be using continuous starts. The ROs will run the timings such that the starting signal of one race becomes the warning signal of the next.

The starters on the committee boat have instructions not to stop the timings unless instructed by the Principal Race Officer.

8. Starting

The starting sequence is simply three, two, one - go. Battens will be used to indicate the sequence.

OCS Procedure

- If one or more boats is OCS the RO will show the “X” Flag and make an additional sound signal in the normal way. • He will then hail the total number of boats over the

line e.g. “Three boats over”. He will then hail the sail numbers of the boats that are over the line. Eg “Boats 2,4 and 5”

- The OCS flag will be flown for a maximum of 1 minute or until all boats have started correctly.
- The RO may hail “Clear” when a boat has successfully returned if there are more than one OCS boats.
- If a member of your team is OCS and does not return your team cannot win the race.
- If the verbal hails are not made or you do not hear them, this is not grounds for redress...so please watch for the flag.

9. Results

We will try and post a race’s result on the board as soon as possible. Please, therefore, make it a habit to check the results as soon as you come ashore. You’re the best results’ checkers we have.

10. Sail changes

When we announce we are changing sails (from full-size to storm or vice-versa), the changeover is to take effect immediately in this way: teams will be instructed to bring their boats to the shore. On arrival at the shore put your boat on a trolley and pull it up onto the apron.

Please take the mainsails off the boats and take them to the beach party on the apron who will give you the alternative sail to put on the boat. **Please ensure the sail you put on the boat matches the number of the hull.** We’re sure you appreciate that this method is the most efficient and wastes much less time than using the beach party to do the whole job.

11. Damage and breakdowns

Damage and breakdowns must be reported to Race Control or Damage Officer immediately you come ashore.

If you suffer a breakdown and can still continue racing you should do so. If you cannot continue racing or after a race want to report a breakdown please wait until a race official has told you what to do.

Generally we will not repair the boats afloat but will send you to the launching area ashore where the Bosun will be waiting for you. If the boat cannot be immediately repaired the Bosun will supply a substitute boat.

12. Redress for breakdowns

Rule D5.1 (*breakdowns to supplied boats*) “The race committee shall decide redress as provided in rules D5.2 and D5.3”, and the latter spell out the process. This is essentially a clarification of the existing position.

We have produced two pro-formas to consolidate the position. One is a set of guidelines of what is and what is not a breakdown, and has been agreed between several experienced team-racing race officers around the country; it is published as an appendix to these briefing notes. The second is to establish what, if anything, has broken down and provides a check-list for processing rules D5.2 and D5.3.

- Your red flag must also be used to attract the Umpires attention in the case of breakdown.
- Make sure the umpire knows it is a breakdown.
- The umpires will record when the flag is displayed (the rule requires the display “. . . at the first reasonable opportunity”).

- You must notify the Finish boat within two minutes of finishing that you are seeking redress; if not possible, you must notify an umpire promptly after retiring.
- The process of finding the facts will be held in the presence of a representative of the opposing team in the affected race. Note that the rule now specifically states that the race committee will decide redress for breakdowns (but only redress for breakdowns: all other requests for redress should follow the normal procedure).

It follows that a request for redress to a protest committee, if you dislike the decision, can only be based upon failure by the race committee to follow the procedures prescribed in rules D5.2 and D5.3, as that would be “an improper action or omission of the racecommittee” prescribed in rule 62.1(a) (*requests for redress*).

Umpiring

1. Umpire Coverage

The intention is for all races to be umpired, ie. there will generally be two umpire boats for every race.

2. Flag System

The single flag protest system will be used. See SI 1.3.

- Each crew will need to provide their own red flag.
- These should be at least 20 x 30 cms
- When protesting ensure that the other boat has seen the flag, and also make sure that the umpire has also seen the flag, keep waving it until you have made eye contact with the umpire.

3. Rule 42

The current interpretations and judging of rule 42 published on the ISAF website (www.sailing.org) will be used. There will be no warnings and the penalty is Two Turns.

4. Penalties

When taking a penalty it is important, that you make your intentions clear to the umpire and opposition. It is good practice to hold a hand in the air and shout “Spinning” if you know you have infringed and are going to take a penalty turn.

When you take a penalty, you must sail clear as soon as possible and complete your turns without impeding other racing boats.

5. Room to Tack

If you call for ‘**room to tack**’ at an obstruction, make sure you call loud enough that the umpire can also hear.

6. Interference with Other Boats

When you are not racing, please keep well clear of those who are.

7. Debriefing

If you wish to clarify a call after a race has ended, the umpires will talk with you if possible as you make your way straight back after the finish to the changeover boat or jetties – the boat changeovers must not be delayed. If it requires a longer discussion, the umpires will be happy to arrange to meet you later.

Social

1. Catering

Tea and coffee available throughout the weekend.

Breakfast will be available both days

Packed lunches are available both days
Evening meal is available on Saturday

2. Personal property

Please don't make us feel awful in Race Control by asking us to look after your precious possessions. There are lots of competitors and officials and we'd have to set up a whole new department to do that job properly

Appendix

Dinghy Team-Racing Resail Guidelines

These are not rules or sailing instructions. They are only guidelines and individual cases may have extenuating circumstances requiring a different interpretation. Also, there may be differences at individual events; the briefing notes for each event should note changes.

Resails, generally, will NOT be granted in the following instances:

- Failure to display a red flag when becoming aware of the facts of the breakdown
- Failure to apply for a resail within protest time
- Knots becoming untied below half-way up the mast
- Equipment such as shackles becoming loose or undone below half-way up the mast
- Less than approximately 5 litres of water in a buoyancy tank
- Where boats have not tried to continue racing
- Where the breakdown was the fault of the crew
- Where a reasonably competent crew would have been able to avoid the breakdown
- A breakdown caused by careless handling, capsizing or a breach by a boat in the same team
- Rudders lifting through lack of securing down devices, pins or rope
- Tiller extensions parting from tiller, unless the fitting is faulty and there has been an unsuccessful attempt by the crew to re-assemble it

Resails, generally, WILL be granted in the following instances:

- Knots becoming untied above half-way up the mast if not the fault of the crew
- Equipment such as shackles becoming loose or undone above half-way up the mast if not the fault of the crew
- Broken toe-straps in hiking-out conditions but NOT those coming undone
- More than approximately 5 litres of water in a buoyancy tank
- Breakdowns caused by a breach of a rule by an opponent
- Wear-and-tear (such as a wooden rubbing strake becoming loose) which results in the boat becoming dangerous to either its occupants or other sailors.

