Twiname RYA Youth and Junior Combined Team Racing Championships

Grafham Water Sailing Club, 6th and 7th November, 2004

Sailing Instructions

1. **Rules**
   1.1 The event will be governed by the rules as defined in the *The Racing Rules of Sailing*.
   1.2 **Special Rules**
      a. A registered team shall only change in exceptional circumstances and with the written permission of the race committee. There shall be no right to request redress concerning such changes, altering rule 60.1 (b) (*redress*).
      b. Teams will not be mustered. It is competitors' responsibility to be ready to race.
      c. Competitors will be provided with boats which shall not be modified.
      d. Competitors shall report damage or loss to Race Control immediately on coming ashore.
      e. Add to rule D5.1 (*breakdowns*): "If she cannot continue she shall retire immediately".
      f. Competitors shall wear wetsuits or drysuits and adequate personal buoyancy at all times afloat. Flag Y will not be displayed, varying rule 40 (*personal buoyancy*).
      g. Capsized boats shall retire immediately.

2. **Notices**
   The official notice board will be in the wet bar. Some information may be shown on screens.

3. **Changes to Sailing Instructions**
   3.1 A change will be posted at least ten minutes before the warning signal of the first affected race.
   3.2 A change to the start of racing will be posted by 2000 the previous day.

4. **Signals Made Ashore**
   4.1 Signals ashore will be displayed on a flagpole in front of the clubhouse.
   4.2 Flag L will be displayed with a numeral pennant indicating the latest notice. The sequence will restart after 9.

5. **Format**
   5.1 The events will be sailed on one course in batches of three races for each event. The Youth event will sail races 1, 2, 3 followed by the Junior event sailing races 1, 2, 3 followed by the Youth event sailing races 4, 5, 6 and so on.
   5.2 A draw will be made at the briefing for the orders teams will be entered into a Swiss League-type format, details of which are in the Appendix below, for the round robins.
   5.3 New rounds will not be started after 1245 on Sunday and new races will not be started after 1345. The best-placed teams will qualify for the finals which will be a knock-out (semis and final) stage. The semi finals will be, taken from the final order of the round robin, (best of three races) 1v 4 and 2 v 3. Teams will not swap boats.
   5.4 The race committee may change the format.

6. **Racing Area, Course, Marks and Race Schedule**
   6.1 Racing will be on Grafham Water.
   6.2 The course will be a starboard hand "S" course as shown in Appendix 2, below.
   6.3 A start boat, buoys and a finish boat will mark the course. Boats will be at the starboard end of their lines.

7. **Starts and finishes**
   7.1 Rule 26 (*starting system*) and related Race Signals will not apply.
   7.2 Audible signals will govern.
   7.3 The race number will be displayed on the committee boat before the preparatory signal. Youth event races will be preceded by "Y" and Junior event races by "J". When the number reaches 99 the sequence restarts at 0.

7.4 Starting signals will be by a digital countdown clock mounted on the committee boat:

Signal	Time before start	Sound
Warning	3 minutes	1
Preparatory	2 minutes	1
	1 minute	1
Start	0 seconds	1

7.5 In case of breakdown of the digital clock the visual signals will be shapes, as follows:

Signal	Time before start	Visual	Sounds
Warning	3 minutes	3 shapes	3
Preparatory	2 minutes	2 shapes	2
	1 minute	1 shape	1
Start	0 minute	0 shapes	1

7.6 The starting signal of a race may be the warning signal for the following race.

7.7 The starting line will be between the start boat's mast displaying an orange flag and the nearby mark.

7.8 No boat shall start more than 2 minutes after her starting signal.

7.9 A yellow flashing light may replace flag X in Race Signals.

7.10 The sail numbers of OCS boats may be called. An erroneous call or the failure to hear one will not be grounds for redress, amending rule 60.1 (b) (*redress*).

7.11 A course-side starter that has rounded the first mark shall not return.

7.12 The finishing line will be between the finish boat's mast displaying a blue flag and the nearby mark.

8. Postponement, Recalls and Abandonment

8.1 Postponements and abandonments will be signalled by several short sound signals with an announcement, changing Race Signals.

8.2 Rule 29.3 (*general recall*) will not apply.

8.3 The four minutes in rule 29.2 (*individual recall*) will be 30 seconds.

9. Umpiring, observing and protests

9.1 All races will be umpired unless an announcement is made, altering rule D2.2 (*umpired races*).

9.2 Flag U will not be displayed, changing rule D2.2 (*umpired races*).

9.3 The latest ISAF Team Racing Call Book will be used.

9.4 When an umpire decides a boat has broken rule 2 (fair sailing), rule 42 (*illegal propulsion*), rule 31.1 (*touching a mark*), rule D2.2 (c) (*incomplete turns*) or rule D1.2 (a) (*contact with team mate(s)*) they may initiate a penalty under rule D2.2 (d) (*umpiring rules*).

9.5 Rule D2.2(e) (*black flag*) is altered to include a boat that has broken a rule when not racing.

9.6 Replace rule D2.3 (*observing rules*) with:
"When races are observed, rule D2.2 (*umpiring rules*) (except rule D2.2 (f) (*race and protest committee protests*)) will apply except a protesting boat is entitled to a hearing when
    a. no decision is signalled or
    b. an observer displays a yellow flag."

9.7 Protest time limit is ten minutes. Protests heard ashore will be announced.

9.8 Protests and requests for redress shall be made orally and immediately to race control.

9.9 The protest committee may decline to hear a protest if its outcome is not relevant to progress to the next round of the competition. This changes rules 63.1 (*requirement to hear*).

9.10 Right of appeal is denied under rule 70.4 (a) (*right of appeal*).

10. Scoring

Rules D3 (*scoring a race*) and D4 (*scoring a series*) will apply.

Appendix1

Computer-generated Swiss League (instruction 5.2)

1. The round robin will be a computer-generated Swiss League.

2. A draw will determine the first round.
3. The second round will be, using the order of the original draw, the first winner against the second winner and so on except the first loser will sail the last loser or the last winner.
4. Rounds will then be scheduled at the conclusion of a round for the next round but one by ordering the teams, using the tie-breakers below, and then matching them, as far as possible, in order of their places (the first team will sail the second team and so on) except that teams will not be matched more than twice in the round-robin.
5. If the final round cannot be completed its results will be ignored.
6. Races that cannot be sailed in order or for which results are not entered or complete will be ignored for scheduling purposes. Subsequently corrected or altered results will not affect a published schedule.
7. A drop-out is a team unlikely, in the opinion of the race committee, to take any further part in the event. The decision to designate a team as a drop-out will be posted after which its races will continue to be scheduled but will not be sailed and opponents will score a win. Drop-outs will be scheduled, from the first unscheduled round after dropping out, first against each other and then, where possible, against the lowest-placed team it has not met. Any other missing team is a no-show and the opposing team will be given a walk-over after at least one of its boats has started and sailed for two minutes. Drop-outs may re-join the event at the discretion of the race committee whose decision will be final, changing rule 60.1 (b) (*redress*).
8. Five races will be scheduled for resails at the ends of rounds 4, 8 and 12 16. Rounds 5, 9 and 13 will continue at the end of the resails without a break. If there are no resails the following round will continue without a break. The race committee may delay a resail to the next available opportunity and any such decision will be final, changing rule 60.1 (b) (*redress*). A race to be resailed will be scored as a win for both teams until it is resailed. Resails will not necessarily be in the same boats as the original race.

Tie-breakers

Rule D4.3 is deleted and replaced with

"Ties will be broken, in order of precedence, in favour of the team(s) that has:

1. if the tie is between two teams only, won the last race between them.
2. sailed more races against teams that have a higher place.
3. sailed fewer races against teams that have a lower place.
4. the lowest sum of the places of the teams the tied teams have beaten.
5. the lowest sum of the places of the teams to which the tied teams have lost.
6. beaten the highest-placed team the tied teams have individually beaten.
7. not been beaten by the lowest-placed team to which the tied teams have individually lost.

Step 1 will be applied whenever a step leaves a tie between two teams. Steps 2 to 7 will be repeated until no more ties can be broken when remaining ties will be broken:

8. 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."

Appendix 2

Course (instruction 6.2)
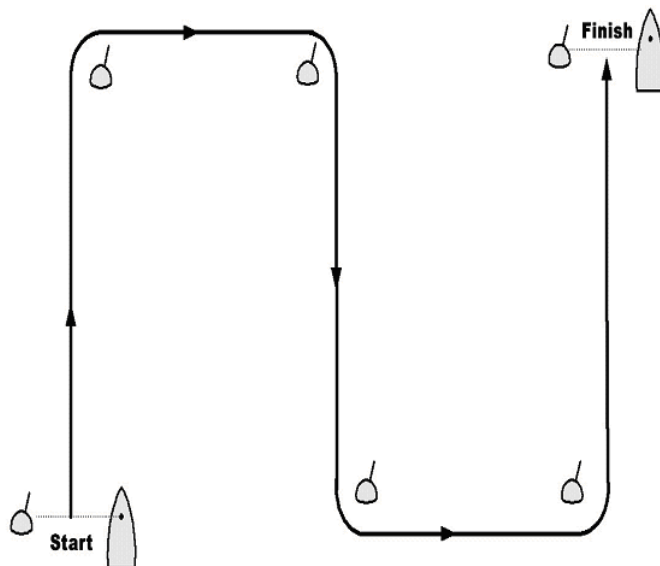
Not to Scale

Twiname RYA Youth Team Racing Championship, 2004

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*).*

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

General

1. Lake usage
   > During the weekend there will be some windsurfers and casual sailors on both days. There is club racing on racing on Sunday. There will also be fishermen on the water and they have a 20m exclusion zone.

2. Car park
   > Please park tidily.

3. Catering
   > Food and drink will be available all day, starting with breakfast from about 0830.
   > On Saturday evening there will be a video and umpire debriefing followed by supper which will be available for £7.50 in the wet bar – bookable only in advance, not on the day.

4. Changing
   > Changing space is limited so please be as tidy as possible.

5. Valuables
   > All water users have access to the clubhouse. Grafham Water Sailing Club therefore advises that NO valuables are left in the changing rooms.

Supplied boats

The boats have been kindly lent for the event by the Eric Twiname Trust, Sevenoaks School, Cambridge University, West Kirby Sailing Club and LDC Racing Sailboats for which the RYA is very grateful. They must – must – be treated with care and in the following way:

General

Please provide your own bailer, sponge and red and yellow protest flags.

1. Boats should be launched from the slipway or beach. The pontoons are not to be used for getting in or getting out of the boats.

2. Boats must be floated off and onto their trolleys, not dragged on or off.

3. When coming ashore the boat must be brought head to wind and the mainsail lowered and carefully flaked in the boat.

4. Care must be taken to ensure that the foils do not touch the bottom on launch or recovery. They are expensive and damaging them could make big inroads into your damage deposit.

Fireflies

5. When ashore the crew must ensure the jib is furled and tied so that it doesn't flap and the main rolled and tied into the boat using the mainsheet.

6. At the end of sailing on Saturday the jib should be removed, rolled and placed neatly under one thwart; the mainsail should be taken off the boom, rolled and stowed under the other thwart. The boat should then be positioned as directed by the race committee. Failure to do this is inconsiderate, means extra work for volunteer helpers and will therefore incur a £10 deduction from the damage deposit on each occasion.

7. On Fireflies the rudder is held down by a down haul. If the rudder is up and the downhaul pulled it will jam between the rudder and the rudder cheeks. The rudder must be lowered by hand, feeding the downhaul carefully to ensure it does not snag, then cleat the downhaul when the rudder is fully down.

8. At the end of sailing on Sunday the last team sailing a flight is responsible for derigging the boat as required at the time by the race committee. This will include bagging the sails, removing the mast and boom and loading onto the designated trailer. Failure to do so will incur a £25 deduction from the damage deposit on each occasion.

9. Failure to care for the boats generally will result in an appropriate deduction from the damage deposit. The tension on the jib is set so that the boom is about 25 to30cm from the transom when going upwind. Fireflies sail with slack rig. There should be no tension on the forestay when going upwind.

10. Some of the Fireflies are fitted with a snap shackle on the end of an elastic to hold the centreplate down. Use this in any conditions where a capsize is a possibility as it prevents the centreplate from crashing closed. Never place fingers in the centreplate slot when the boat is inverted.

Fevas

Rudders:

11. Where a safety lanyard is fitted, these should be tied or clipped to the toe strap fixing point.

12. Ensure the rudder blade is fully down and the downhaul secured. Tighten the wingnut fully.

13. Rudders should not be fitted until the boat is in the water, and should be removed before coming ashore.

Sails and tensions.

14. The jib needs to pulled up as tightly as possible.

15. All sails are attached to the halyards with knots. Ensure these are secure before going afloat.

16. The mainsail outhaul has a loop attached. This is to pull the sail. Fit the eye in the sail (not the loop) over the stainless hook on the boom and then pull the outhaul tight.

17. Some of the Fevas are fitted for, but not with spinnakers. Do not pull the spinnaker hayards through the deck. Leave as bundles and push loose rope under the foredeck.

18. Check toestraps are tied securely.

19. Daggerboards are long and must be removed on the approach to the shore.

Race Management Matters

1. We are using the Swiss League format that has been used for the Wilson Trophy for the last three years, for the round robin. It is explained in the Appendix below.
2. Time
   - Time is at a premium in November and everything we do will have been subject to a time-to-do audit. We therefore ask that all competitors co-operate promptly at all times.
   - The start time on Saturday is asap after the briefing which is at 0945. The start time on Sunday will be posted.

3. Registration
   - Registration will be from 0830 on Saturday.
   - A team not turning up at a team racing event spoils the enjoyment of those that do – walkovers skew results. Therefore those that have not registered by the time of the time of the briefing will be withdrawn as drop-outs. If you are going to be late please tell us in advance by email or on Saturday morning by phone: 079 7643 8853.
   - After the end of registration you need permission to change any of the six names but you may swap helms and crews within the team.

4. Scheduling
   - Without doubt this and the following note on mustering are the most important ones here from a time point of view. They may seem harsh but they are essential if we are to give you the quality and quantity of competition you deserve. If race management and competitors co-operate everyone will be a winner.
   - Schedules will be posted as far in advance as possible and it is up to you to acquaint yourselves with them.

5. Mustering
   - We will be using continuous starts. In other words, the starting signal of a race is the warning signal of the next one.
   - The committee boat personnel will not stop the continuous sequences unless told to by the shore.

- All the information you need to be at the right place at the right time will be readily available so there will be no announcements and no-one chivvying you into your boats.
- Boat swaps will be by RIB ferry – do not bring your boats to the pontoon. For the system to work you must identify the boats you are taking over as they finish the previous race and be available for the ferry when it's embarking. The timing is tight – again to give you more racing – and we won't wait for teams that aren't ready to embark immediately their ferry is available. The ferry will operate from the end of the pontoon.
- There will be a race number repeater ashore showing the race number currently displayed on the committee boat.

6. Signals

- The shapes in instruction 7.4 are yellow, red and blue buckets used by Grafham in club racing. The colours do not mean anything in this event.
- Note (instruction 7.8) we are hoping to replace flag X by the sort of yellow flashing light vehicles which proclaim "Motorway Maintenance" use.

7. Keeping clear

One of the eternal mysteries of race management is the eternal lack of consideration shown by sailors for each other. It is ill-mannered to interfere (passively or actively) with boats in, or about to start, a race. Please also have consideration for umpire boats.

8. Results

A race's result will be posted before teams return ashore. Please, therefore, make it a habit to check the results as soon as you come ashore. You're the best results' checkers we have.

Umpiring Matters

1. Hailing and rule 19

There are only two occasions in the rule book when hails are mandatory. One is for a protest. The other is for room to tack. If the umpire doesn't hear the hail the decision is likely to go against you for tacking without hailing.

2. Protests

Generally, if you think another boat has broken a rule it is up to you to protest that boat; do not expect the umpires to impose penalties without a valid protest. If the other boat doesn't respond to your protest, competitors may request an umpire decision by promptly and prominently displaying a yellow flag.

3. Protest procedures

- Read instruction 9 carefully. If you don't understand anything please ask.
- If the umpires do not respond to a protest, perhaps because they did not see the incident, then you must display the red flag

continuously until finishing if a subsequent protest is to be valid.

4. Umpire-initiated penalties

   The umpires will initiate penalties under rule D2.2(d) for incidents detailed in instruction 9.4.

5. Black flag

   Remember a black flag from an umpire is not a penalty but a statement that the umpire may initiate a protest about the incident after the race.

6. Debriefing

   There will be a debriefing after racing and following the video debriefing on Saturday.

7. Flags on marks

   Note there is no penalty for touching a flag unless the staff is also touched.

Time-table:

Saturday		**Sunday**	
0800	Officials and boats arrive	0900	Racing restarts
0815	Galley opens	1300	No more round-starts after this
0830	Registration starts	1400	No more race-starts after this
0945	Briefing	1415	Semi-finals – three races
asap	Racing starts	1445	Finals – three races
c1630	Gets too dark	1600	Prize-giving
1700	Video and umpire debriefing		
1800	Supper		

Times shown are a guide only, are approximate and may be earlier or later than shown

Appendix to Briefing Notes

The Computerised Swiss League

Philosophy

Using the benefits of a computer the aim was to produce a round robin with the following advantages:

- seeding unnecessary
- reduce time wasted changing leagues and so produce more racing
- racing to be more competitive for all teams – less 1-2-3 processions
- every team involved until the end
- not dependent on artificial devices to produce a result
- capable of giving a clear and authoritative result at an early stage if necessary
- recognise the restrictions imposed on the rule-makers so that tie-breaking is as simple as possible for manual use and take the opportunity of computer power to devise a tie-breaker that recognises performance in the event-to-date in several ways.

How it works

All teams are in one league.

After each round the teams are ordered using the tie-breaker and this order is then used for scheduling.

Round 1 is a random draw.
Round 2: race 1 is the winner of race 1 (in round 1) against the winner of race 2 and
race 2 is the loser of race 1 against the loser of race 2 and so on down the list
Subsequent rounds are scheduled by the computer using the order generated at the end of the last but one round. Race 1 in these rounds is the team in first position against the team in second position.   Race 2 is the team in third position against the team in fourth position and so on.

The program has an over-ride to prevent teams from meeting more than twice. If the over-ride forbids the team in first position racing against the team in second position the program will match it against the first available team without an over-ride.

Effects

Once racing starts it continues without stopping until the end of the time allotted to the round robin.

At the end of a round the program automatically schedules and prints the races for the round after next. So as round x is starting the races for round x+1 are posted on the notice-board.

The better teams will rise to the top and because the program looks for matches for teams next to or near to each other in the table they will be competing with each other throughout the round robin (but restricted by the over-ride under which teams will only meet twice). Similarly throughout the table. Peer sails against peer but with the opportunity always there for lower-placed teams to win their races and move up.