

NSSA TEAM RACING CHAMPIONSHIPS

COMPETITOR BRIEFING NOTES (v2009)

The objective of these briefing notes is to provide advance information relating to the event and where applicable, supplement the NSSA Welcome Pack and the Sailing Instructions. In order to save time on Saturday morning, Team Managers should read these notes carefully and brief their teams as it is not intended to repeat these items at the briefing on the Saturday morning, which will be mainly to answer queries

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).

1. SORTING OUT YOUR TEAMS

If a team doesn't turn up, it spoils the enjoyment of those that do. If you are having problems in raising a team, it is VITAL that you let us know of any problems prior to Saturday. If you are traveling on Saturday morning and are experiencing unexpected delays e.g. traffic jams or vehicle breakdown, PLEASE LET US KNOW by contacting <Ralph Tingle 07855 693 635>

Don't forget to bring any outstanding Personal Registration Forms - Sailors will not be allowed onto the water unless a completed registration form has been received by the organizers. A limited supply of Sailing Instructions will be available at registration so please run off copies for your team as required. (can be downloaded from www.nssa.org.uk). Your damage deposit cheque, payable to NSSA, should be handed in at Registration.

2. COMPETITOR BIBS

Teams will be issued with bibs at registration. The bibs identify the teams and must be worn on the water. They will also be used to record finishing positions and also help spectators to identify teams from the shore. PLEASE CHECK THAT YOU HAVE BEEN ISSUED WITH THE CORRECT BIBS. if you lose or damage a bib, there will be a deduction from your damage deposit and if the bib is not visible when racing (SI 1) your team will be deducted a win from its overall results

3. NSSA/WILSON SWISS LEAGUE FORMAT

The event format is based upon the Wilson Swiss League. All teams compete in a single league and (for an entry of 32 teams) there will be up to 16 races. The Sailing Instructions provide details of how the league works but to put it simply, it is lots & lots of races for everyone! As the event develops, teams racing against each other will be more & more of a similar standard, which means that tight, competitive racing will occur throughout the league.

We have an excellent software program developed by Bob McPherson & the Wilson team at West Kirby SC, which does all the hard work for us so that we can concentrate on the actual racing. The software takes the order of the teams at the end of each round and starts matching the team lying first with the team lying second and so on down the list. To avoid sets of two or three teams continually meeting each other, the software has been programmed not to match teams more than once in every seven rounds. This may sound complicated but in reality, it will become very clear as racing starts.

4. RACE PROGRAMME

During the round robin races will be scheduled as far in advance as possible but sometimes it's not too far ahead. There will be occasions when scheduling will only be possible eight races in advance. We will issue a copy of Rounds 1 and 2 to each team manager then subsequent rounds will be posted on the noticeboard and copies made available for team managers.

The first print for Round 2 will not show team names, only winner 1 v winner 2 etc. as the results for Round 2 come in, the schedule for Round 2 will be updated for team names and published on the notice board as soon as possible.

PLEASE CHECK THE NOTICEBOARD FOR ROUND 1 RESULTS – DO NOT ASSUME THAT YOUR TEAM'S VERSION OF THE RESULT IS CORRECT!!

Each team will race once in the round then come off the water. Depending on the number of boats available and races in a flight, competitors will need to keep alert. For example, the winners of race 16 (the last in round 1) could be competing in race 24 and may need to change boats & go straight back on the water.

At the end of every round the schedule for the next but one round is displayed on the noticeboard. To help you know where we are in the schedule, the number of the next race to start will be displayed on the Starting boat. If possible, the number of the next race to be 'loaded' into boats will be displayed on the shore

***PLEASE ENSURE THAT SOMEONE IS REGULARLY CHECKING THE NOTICEBOARDS
WE CANNOT HOLD UP RACING FOR LATECOMERS!!***

If resails are needed, they will be scheduled between two rounds. These will be sailed seamlessly with races either side. In other words, continuous starting will *not* be interrupted. The starting signal of the last race in the round will be the warning signal for the first of the resails. The starting signal of the last resail will be the warning signal for the first race of the next round. If there are no resails the round robin will continue to the next round.

PLEASE CHECK THE NOTICEBOARD FOR UP-TO-DATE RESAIL INFORMATION

5. GETTING TO THE START AREA

Races will be on a continuous three minute starting sequence 3, 2, 1, GO. In order to keep this system going (and get more races in) the starters on the committee boat have instructions not to stop the sequence unless there is a problem. All the information you need to be at the right place at the right time will be readily available so do not expect announcements to tell your team to come to the shore.

Sets of boats will be listed in the Race Programme and numbered (on the hulls) so that for example, boats 1a will always sail against 1b, 2a against 2b etc. To help with maintaining continuous starts we have provided at least five flights of boats which may result in more than one flight being in the start area at the same time. In accordance with the SIs, teams can be penalised by the race committee if this instruction is not followed – PLEASE BE WARNED!!

When sailing to the start line and returning to shore, please make sure that your team are instructed to sail round the OUTSIDE of the course. Failure to do this could lead to penalties against the offending team

6. STARTING

Teams MUST make sure that they know their race number. The race number for the next race will be displayed on the start boat as soon as practicable after the start of the previous race. **PLEASE CHECK YOUR RACE NUMBER IN CASE A CHANGE HAS BEEN MADE TO THE PUBLISHED SCHEDULE.**

Starts will be every 3 minutes, lowering a red flag 'B' for odd races and yellow flag 'Q' for even races. The start sequence is 3, 2, 1, GO with the Preparatory signal (Flag 'P' raised) at -2 minutes and a one minute sound signal (Flag 'P' lowered). If the start boat decides that the sequence should be halted, flag AP will be displayed with two sound signals and lowered with one sound signal. The next warning signal will be less than one minute after AP has been lowered and will be preceded by a number of short sound signals.

The start boat may hail boats which are OCS. The committee boat call will be "(1 to 6) boats over the line" All competitors must be aware that this call is advisory only and is not grounds for redress if not given or called incorrectly. **FLAG X IS THE SIGNAL THAT MATTERS**

7. RESULTS

As soon teams come ashore, they must check the latest results on the noticeboard. During rounds, we will try & post provisional results but will always post a printed sheet at the completion of each round. Please make it a habit to check both sets of results frequently. You're the best results' checkers we have. If you wish to query the result, please inform the PRO

8. BOATS

Those teams racing first each day shall be responsible for rigging their boats for racing prior to the briefing on Saturday or ready for the first race on Sunday. Racing will not be delayed if the boats are not rigged in time. Those teams racing last on each day shall be responsible for de-rigging their boats as instructed by their Beachmaster.

It is essential that the handover of boats between competitors is completed without delay. After finishing or retiring, competitors must return to their designated beach area as soon as possible, without interfering with any races in progress. A boat shall remain the responsibility of the competitor until handed over to a Race Official or the next competitor to use that boat. Boats shall be handed over as empty of water as practical and in racing trim. Non-standard rigging and equipment such as wind indicators etc may not be fitted.

9. DAMAGE

Damage must be reported to the Beachmaster immediately you come ashore. Whilst the sailing instructions do not refer to penalties for not reporting damage, Rules 2 or 69 allow the race committee to impose penalties which could be more than disqualification. If it is not dangerous, competitors should try and complete the race.

10. REDRESS

Boats intending to seek redress for gear failure will need to satisfy the protest committee that they have flown their red flag AND informed an umpire (if available); AND informed the Start or Finish Boat (which must be acknowledged) if they are able to finish; AND - submitted a verbal claim for redress to the Principle Race Officer within 10 minutes of coming ashore.

PLEASE READ AND UNDERSTAND THE ATTACHED UKTRA GUIDANCE NOTES ON BREAKDOWNS

11. UMPIRING

We will be using the single flag procedure for the event. If you have been protested and agree that you have broken a rule, do your one turn or raise your arm immediately (which tells the umpire that you are about to do turns). If you do neither, the umpire will assume that you do not agree with the protest and make a decision. If the umpire flies a red flag against you, you will then need to do two turns. Note: Following changes to the Racing Rules, Umpires are permitted to take action without a protest from a competitor (D2.2(d)) This includes Rule 42 – Pumping so please warn your teams members.

There will probably be only be one umpire boat for each race. The umpire will decide which competitors to follow whilst attempting to watch other competitors in the race. Please be understanding when requiring attention from an umpire/observer.

12. SAFETY

Buoyancy aids must be worn by competitors at all times when on the pontoons or on the water. This rule also applies to team supporters and spectators.

13. PROTESTS

There will be no protests ashore only requests for redress, If you wish to query a decision we will try to hold an umpire debrief after racing on Saturday. If you wish to take a more formal route of requesting redress, please remember that the Race Committee are human beings! Launching a verbal attack on someone who has no idea what your problem is, will not help your cause. Treat people in the manner in which you yourself expect to be treated and we will all be much happier bunnies!!

Have a great weekend and we hope you come back for more next year

Ralph Tingle, Principle Race Officer

Guidance Note on Consideration of Breakdowns

This guidance note addresses the process required by rule D5 when considering redress requested by a team suffering a breakdown of a boat supplied by the organising authority.

1. GENERAL

A request by a competitor suffering a breakdown is a request for redress made in accordance with rule 62.1(a). The consideration of the request is different to the extent that it is considered and decided by the race committee in accordance with rule D5.

2. VALIDITY REQUIREMENTS

A red flag shall be displayed as soon as possible after any loss of performance is noticed. The flag does not need to be displayed to the finish. The flag should also be drawn to the attention of, and acknowledged by, an umpire [or Finish boat if an umpire is not available] at the first reasonable opportunity. The request must be submitted within the time specified in the sailing instructions; UKTRA SI 10.1 refers. If rule D2.4(b) applies the request does not need to be in writing.

[NSSA Note: The key term is "... as soon as possible ..." eg if helm falls in the water as a result of a toe strap breaking, the red flag should be flown as soon as the helm is able to return to the boat and has commenced sailing]

3. BOAT CONTINUING RACING

Rule D5.1 requires the boat to continue racing if possible. UKTRA SI 11.4.2 requires her to retire immediately if she cannot continue racing.

4. WHAT IS A BREAKDOWN?

It includes faulty equipment. It does not include equipment that a prudent competitor should reasonably be expected to check when taking over the boat. Shackles or knots that come undone in the cockpit area are not breakdowns.

[NSSA Note:

Using the 'broken' toe strap scenario:

- *Toe strap breaks - was it worn before the race? If yes, competitor should have reported it to RC - redress unlikely*
- *Screws pulled out - difficult to tell when this will happen - redress possible*
- *Knots holding the toe straps in place come undone - redress unlikely]*

5. TAKING OF EVIDENCE

When the race committee is taking evidence from the boat making the request it is advisable that a representative of the other team in the race should be present and allowed to give evidence.

6. IMPACT ON FINISHING POSITION

The boat seeking redress has the onus of convincing the race committee that her team would have finished in significantly better places in the race if the breakdown had not occurred.

7. RACE COMMITTEE CONSULTATION

The race committee should if practical consult the race umpires to seek their opinion on whether specifically the damage changed the race result, and should consult the damage officer on the exact nature of the damage.

8. RACE COMMITTEE DECISION

A boat shall only be entitled to redress if she satisfies all the requirements of rule D5 as clarified above. Only then should the race committee decide what redress, if any, to award and which shall be in accordance with rule 64.2.

9. FURTHER REQUESTS FOR REDRESS AGAINST RACE COMMITTEE DECISIONS

These can only address whether the race committee complied with rule D5. If the race committee complied with rule D5 the protest committee cannot address any subjective judgement as to what is fairest decision to all competitors.