

West Kirby Sailing Club



Wilson Trophy, 2009

Briefing Notes

- 1) 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 rules 60.1(b) or 62.1(a) (*redress*).
- 2) Questions on the Sailing Instructions and these briefing notes (and any other queries you may have) should be emailed to wilson.trophy@wksc.org.uk The questions and our replies will be posted to the website regularly. They will also be posted on the notice board at the event.
- 3) It is not intended to repeat the items in these notes at the briefing on the Friday morning. The Friday Briefing will be at 0830 in the Boat Shed and will update on any foreseeable or known changes and of course the weather. It will be brief.

4) Race Management

a) Race Officials

- | | |
|----------------------------|----------------|
| i) Race Officer | Chris Riley |
| ii) Assistant Race Officer | Adam Whittle |
| iii) Chief Starter | Martin Hartley |
| iv) Course Manager | Richard Cornah |
| v) Beach Master | Matt Geddes |

b) Registration

- i) Registration will be in the boat shed from 1900 to 2200 on Thursday. The draw for the first round will be held at 2200.
- ii) A team not turning up at a team racing event spoils the enjoyment of those that do ó walkovers skew results. Therefore, those that have not registered by the time of the draw at 2200, and have not told us they will be late, will be replaced in the draw by WKSC teams standing by for the purpose. If you are going to be late, please tell us in advance by email and on Thursday evening before 2130 by phone: 077 2027 0851.
- iii) Please let us know the names of your team members by registration, as required by the rules. It's easier to do so beforehand via the website.
- iv) After the end of registration, you need written permission to change any of the six names but you may swap helms and crews within the team.
- v) Don't leave home without the necessary guardianship forms already signed. Minors will not be allowed to sail without one. That's not us being bolshie ó it's the insurance company telling us we're not covered if we do.

c) Sailing Instructions

- i) Sailing Instructions have been posted to the website. Please down-load and print them as copies will not be issued on registration

d) Bibs

- i) Every competitor will be issued with a bib at registration. The bibs show team names and must be worn on the water
- ii) Bibs must be returned at the end of the event. They cost real money and an unacceptable number weren't returned last year. The stewards at the bottom gate leading into the club yard will collect bibs from noon on Sunday. You will be given a bag in which to put all six of your bibs. In return for a six-bib bag, you will be given a receipt. Missing bibs will be charged £20 each and deducted from your damage deposit

e) Format

- i) The round robin will be a computerised Swiss League. See the club website for more detail of Swiss Leagues and the development of this program.
- ii) The program 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. This satisfies the Swiss League principle, but one would end up with sets of two or three teams continually meeting each other. The computer has therefore been programmed not to match teams more than once in any every eight-round period
- iii) Please note that points, either cumulatively or in individual races, are *not* being used as a tie-breaker.

f) Scheduling

- i) **Without doubt this and the following note on mustering are the most important ones here.** They may seem harsh, but they are essential if we are to give you the quality and quantity of competition you have enjoyed in the recent past. If race management and competitors co-operate, everyone will be a winner.
- ii) During the round robin, the computer will be scheduling races as much in advance as possible but sometimes it's not that far in advance.
- iii) There will be occasions when scheduling will be possible only eight races in advance. For example, the winners of race 16 (the last in round 1) could be competing in race 24.
- iv) As there will be six flights on the water at any one time, this means that when race 16 comes in, race 22 will be taking over their boats. The winners of race 16, therefore, will be taking to boats again in two races' time. Please keep alert.
- v) At the end of every round, the schedule for the next but one round is worked out by the program and displayed.
- vi) To help you know where we are in the schedule, the number of the race currently in its starting sequence will be displayed on the roof of race control.

- vii) **We won't hold up racing for latecomers.**
- viii) Teams that drop out of the event will be designated as such by a notice on the board. Drop-outs will continue to be scheduled for races, but against the lowest-placed team it hasn't met, and included in the tie-breaking procedures. Teams that meet drop-outs will be given a win, and the program will not schedule a team to meet a drop-out more than once.
- ix) Teams scheduled to sail drop-outs will not take to their boats. The race will be started so the sequence is maintained.
- x) Because measuring level of performance is the philosophy behind the tie-breakers, it is important we sail resails at the earliest opportunity. However, stopping the event to do resails would cost up to three-quarters of an hour each time
- xi) Resails will be sailed at the end of the round currently being sailed in blocks of five (the number of flights of boats we have), so they will be sailed seamlessly with races either side.

g) Mustering

- i) In other words, continuous starting will *not* be interrupted. The starting signal of the last race in these rounds will be the warning signal for the first of these resails. The starting signal of the fifth resail will be the warning signal for the first race of the rest of the round robin.
- ii) If there is only one resail, the remaining four races will be cycled through so that the integrity of the sequence is maintained. If there are no resails, the round robin will continue without pause. In this way, five resails will only cost fifteen minutes.
- iii) We will be using continuous starts. The computer running the timing gear has been programmed so that the starting signal of one race becomes the warning signal of the next.
- iv) The starters on the committee boat have instructions not to stop the computer unless instructed. 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.
- v) Not starting promptly and not making full use of the first half-hour of each day has cost at least one round in recent years, and this was as much our fault as competitors. For our part, therefore, we've determined the first warning signal of the day will be at 0927 on day one and 0857 on subsequent days, not some indeterminate time later when everyone is ready.
- vi) For the system to work throughout the day, you must identify the boats you are taking over as they finish the previous race and be on the jetty to meet them. When a colour on the race schedule indicates a white, Rondar hull. The timing is tight again to give you more racing and teams that don't embark immediately will be late for their starts

vii) The Sailing Instructions direct you to use the boats so that your first helm (advised by you either on the website or at registration) uses the lowest numbered boat. This is to give the commentator more usable information. To ensure disqualification doesn't follow, which would be far too harsh a penalty for this, we've stipulated a small gift to charity instead.

h) Timing logs

- i) 99% of races in recent years have been good, but we're perfectionists and we want to try and make that 100%. The small area of difficulty is when teams are late arriving for a race through no fault of their own and it hasn't been spotted. We have appointed observers who will keep a log of timings and other activities. Apart from the usefulness of this in post-event analysis, it will also allow to temporarily suspend the clock when a team is going to be unavoidably late.
- ii) Warning. This is a double-edged sword. If you're late because you've been chatting on the jetty instead of embarking, that will be recorded as well.

i) Replacement boats

- i) The replacement boats will be ready-prepared to keep the schedule going in spite of breakdowns.
- ii) Instruction 6.3 gives us the power to replace a boat with one that doesn't match colours or numbers. The replacement boats will be identifiably different from other boats in the flight (normally with striped sails and the letter Z on the sail).

j) Starting

- i) A large digital clock display on board the committee boat will be used instead of flags. It, and the sound signals, are driven by a computer. The countdown method is Instruction 8.5.
- ii) Generally, the starting signal of one race will be the warning signal for the next. Having counted down from three minutes (clocks showing 03.00), the clocks will show 00.00 at the start with one long sound and one second later 02.59 as the following sequence gets under way. Flag X has been replaced with the sort of yellow flashing light used on road construction vehicles. A klaxon has been wired into it and replaces the whistle of earlier years. This recall sound signal cannot be mistaken for the ones used in the starting sequence.
- iii) There will be a PA system on the committee boat which will be used for calling OCSs. If the committee boat cannot see a sail number immediately, the call may be "Unseen" until it is seen when the number will be called instead. If there is more than one unseen number, they may be called: "Unseen 1", "Unseen 2" and so on. The numbers of boats not returning will be repeated for the half-minute's duration of the OCS signal. Once a boat is obviously returning, its number may be omitted from the list. There will be no call that a returning boat has cleared the line.
- iv) We will, of course, always try to make these calls but we aren't obliged to under the Sailing Instructions. If they are not made or you do not hear them, you may not request redress (Instruction 8.12).

k) Displaying the colours of boats

- i) Coloured shapes indicating the current race will be amidships on the starboard side. These shapes and the race number indicator will be up-dated between the three-minute warning signal and the two-minute preparatory signal.

l) Results

- i) We will post a race's result on the board (or the nearby display screens) before teams disembark. Please, therefore, make it a habit to check the results as soon as you come ashore. You are the best results'checkers we have.
- ii) As soon as possible after the completion of a race, the Finishing Team may display a coloured flag or shaped board to indicate the boat colours of the team they believe, from the finishing positions, has won the race. The coloured flag or board will be displayed for approximately one minute. This will be done primarily as an indication to the watching crowd by the Finishing Team on a best endeavours basis. The definitive result will be displayed on the results board or nearby displays as above.

m) Sail Changes

- i) 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 coming in to the jetty will please take the mainsails off their boats and return them to the beach party on the apron.
- ii) Teams taking over boats will please collect their sails from the beach party on the apron, go to their boats and rig them.
- iii) Please ensure the sail you rig has the correct number on it. 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.

n) Damage and Breakdowns

- i) Damage and breakdowns must be reported to Race Control / Damage and Re-sail Officer immediately you come ashore. Under Instruction 1.2.(f), we will deduct a win if you don't.
- ii) When complying with RRS D5.1 and SI 10.3 (*waving a red flag*), you should make sure that an umpire understands that you have a breakdown so he can record the point in the race where you were first affected. The umpire will report the incident to the Damage and Re-sail Officer. However, you must also inform the finish boat of any damage immediately after finishing (Instruction 10.3).
- iii) Competitors are obligated to look after the supplied boats. We have written into the SIs (SI 1.2.(l)) that if anyone on the race committee observes that a sailor or a team being negligent in anyway with the supplied boats we may penalise that sailor or team. We will try and ensure that the fine is proportionate to the offence but with two borrowed flights, one of which is new and two new flights of our own it is imperative we all try to preserve and look after the boats. Accordingly we can fine individuals or teams with any of:
 - (a) a £10 fine payable to the RNLI,
 - (b) the deduction of a half race win without a hearing

- (c) the deduction of a race win without a hearing
- (d) making a report to the protest committee.

Negligence is defined as any act not appropriate to the careful ownership of a supplied boat.

Monetary penalties for any damage incurred by the negligence will be made separately. So not only can we fine the act but also take your damage deposit if you damage the boat.

o) Redress for breakdowns

- i) Rule D5.1 (*breakdowns to supplied boats*) states: "The race committee shall decide redress as provided in rules D5.2 and D5.3", and the latter spell out the process.
- ii) Two pro-formas have been produced 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 Appendix A to these briefing notes.
- iii) The second is to establish what, if anything, has broken down and provides a checklist for processing rules D5.2 and D5.3.
- iv) 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 race committee" prescribed in rule 62.1(a) (*requests for redress*).
- v) Decisions made by the Race Committee under D5 cannot be subject to a request for redress.

p) Spectator Boats

- i) This year we have raised a large amount of money from our sponsors and friends. This has enabled us to buy new boats and lay on a much larger and we hope better event. To give something back to some of our sponsors we are laying on spectator boats which will manoeuvre around the course flying large pink flags.
- ii) One spectator boat may anchor on the last beat approximately on third the distance from buoy four to the finish.
- iii) The spectator boats, unless anchored, will endeavour to keep out of the sailing area. They are to be treated as obstructions at all times.

5) **Umpires and Umpiring**

a) **Umpire Coverage**

- i) The intention is for all races to be fully umpired, ie. there will be three umpire boats throughout every race. The umpires will decide which colour boats to follow, and each umpire boat will then follow a specific boat.

b) **Flag System**

- i) The normal two flag protest system will be used (red then, if you proceed, yellow).
- ii) Each boat has been equipped with flags or equivalent on sticks.
- iii) If using personally provided flags instead, these must be as prominent as the supplied flags.
- iv) Umpires can only respond to flags that they see ó please display flags with arms fully extended away from your body.
- v) Limited umpiring will not apply.

c) **Rule 42**

- i) 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.

d) **Penalties**

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

e) **Room to Tack**

- i) If you call for room to tack at an obstruction, make sure your call is both unambiguous (i.e. using the words "roomø" and "tackø") and loud enough that the umpire can also hear.
- ii) Arm signals are not required, but can be very helpful in some situations.

f) **Interference With Other Boats**

- i) You may be penalised by half or more race wins if you interfere with a racing boat when you are a non-racing boat (e.g. before your start or after your finish).

g) **Competitor Debriefing**

- i) 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 ó the boat changeovers must not be delayed.

ii) If it requires a longer discussion, the umpires will be happy to arrange to meet you later.

h) Umpires

- i) Peter Johnson - Chief Umpire
- ii) Chris Simon - Jury Chair
- iii) Other Umpires

Greg Ansell Chris Atkins Alan Baser David Battye Bill Brockbank Mike Butterfield Nick Burgin Carol Haines Bruce Hebbert Mal Jones Bernard Kinchin Gilmour Manuel	Ewan McEwan Ailbe Millerick (IRL) Craig Mitchell Jon Napier Peter Price David Robinson Nick Ross Ed Sibson Barry Tasker (AUS) David Taylor Richard Thompson Steve Wolff (USA)
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(GBR unless stated otherwise)

i) Useful Links:

ISAF RRS 2009-2012 <http://www.sailing.org/20348.php>
ISAF Team Racing Call Book <http://www.sailing.org/9514.php>
ISAF Team Racing Rapid Response Calls <http://www.sailing.org/1766.php>

6) Social and Administration

a) Refreshment Tent

There will be a refreshment tent outside the main clubhouse. On sale throughout both days, there will be sandwiches and hot & cold drinks.

Competitors' packed lunches will be available in the refreshment tent from noon onwards. One lunch ticket (one per day), issued at registration, will be the passport to a delicious packed lunch for each team.

b) Personal property

Please don't make us feel awful in Race Control by asking us to look after your precious possessions. There are about 250 competitors and officials, and we'd have to set up a whole new department to do that job properly

c) Litter

If you don't want your rubbish, then neither does West Kirby. Please spare a thought for the locals and use the bins provided.

Dinghy Team Racing Resail Guidelines

1. 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.
2. Resails, generally, will NOT be granted in the following instances:
 - a. Failure to display a red flag when becoming aware of the facts of the breakdown
 - b. Failure to apply for a resail within protest time
 - c. Knots becoming untied below half-way up the mast
 - d. Equipment such as shackles becoming loose or undone below half-way up the mast
 - e. Less than approximately 5 litres of water in a buoyancy tank
 - f. Where boats have not tried to continue racing
 - g. Where the breakdown was the fault of the crew
 - h. Where a reasonably competent crew would have been able to avoid the breakdown
 - i. A breakdown caused by careless handling, capsizing or a breach by a boat in the same team
 - j. Rudders lifting through lack of securing down devices, pins or rope
 - k. Tiller extensions parting from tiller, unless the fitting is faulty and there has been an unsuccessful attempt by the crew to re-assemble it
3. Resails, generally, WILL be granted in the following instances:
 - a. Knots becoming untied above half-way up the mast if not the fault of the crew
 - b. Equipment such as shackles becoming loose or undone above half-way up the mast if not the fault of the crew
 - c. Broken toe-straps in hiking-out conditions but NOT those coming undone
 - d. More than approximately 5 litres of water in a buoyancy tank
 - e. Breakdowns caused by a breach of a rule by an opponent
 - f. 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