

RAFSA/DTC/TR/23/18



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THE INTER-SERVICES DINGHY TEAM RACING CHAMPIONSHIPS 19/20 APR 18

INTRODUCTION

1. **General.** The 2018 Inter-Services Dinghy Team Racing Championships will be held under the RAF Sailing Association flag at Oxford Sailing Club on the 19/20 Apr 18. The event will be preceded by a practice day on Wed 18 Apr. The Notice of Race is at Annex A; the Sailing Instructions are at Annex B.

2. **Programme of Events.** The programme of events is below. Note that competitors are requested to attend the race brief on Thurs 19 Apr prior to racing.

a. Wed 18 Apr 18: Practice day. Team captains are to agree arrangements for practice sessions with each other locally on the day.

b. Thu 19 Apr 18:

0900 Event Briefing.
1000 – 1700 Round Robins 1 and 2.

c. Fri 20 Apr 18:

0900 Round Robin 3.
1300 A and B Cup Finals.
1500 Prize giving.

COMPETITION

3. **Eligibility.** The championship is to be competed in 3-boat teams. Each Service should enter 2 x teams titled their 'A' and 'B' teams. All competitors must be serving members of their respective Services, the qualification criteria for competitors is possession of a Service identity card. Teams wishing to use sailors who do not meet this criterion must request permission from the Race Committee. Exceptions will only be granted where they are agreed by the Race Committee. The provisional race committee and names of umpires are detailed at Annex C; the Race Committee will be finalised prior to the Event Briefing on 19 Apr.

4. **Entry Fee.** To ensure a fair distribution of costs, entry for each Service (regardless of number of teams sailing) is set at 1/3 of the total cost of the event, up to a £500 limit. There will be no charges in advance, each Service will be billed within one calendar month of the Event, after the costs have been finalised.

5. **Competition Format.** Racing will take place on both days of the event. Teams will rotate around flights of 3 x boats according to the allocation system designated by the Race Officer. All teams will sail against one another at least once although the intention is for each team to sail against the other 3-times (3 x round robins). The A Cup finals will be competed between the two best placed teams after the round robin stages; the B Cup finals will be competed by the next 2 x highest placed B Teams. Both finals will be sailed as the 'first to 2' format. If the finals cannot be scheduled in the time available, the A cup will be awarded to the team with the highest number of race wins after the last completed round robin; the B Cup will be awarded to the next B Team with the highest number of race wins. In the event of a draw in race wins, the result will be decided from the head-to-head record of the drawn teams. If this is equal (possible where only 2 x round robins have been completed), the result will be decided from the finishing positions in head-to-head races. Where this is also equal the result will be decided from the finishing positions in all races.
6. **Dinghies.** The Event will be sailed in LDC/Laser 2k dinghies. To support the practice day and the Event, each Service is required to supply 4 x boats in good condition, with masts rigged and ready to sail by 0900 on Weds 18 Apr.
7. **Measurement.** There is no requirement for measurement of craft. All dinghies will be provided to standard settings.
8. **Venue.** All races will be sailed at Farmoor Reservoir. The sailing area will be outlined at the Event Briefing.
9. **Courses.** The standard Team Racing 'S' course will be used where possible, with a single start/finish line (the last leg being a broad reach). The course is illustrated at Annex D; it will be explained at the Event Briefing.
10. **Disclaimer of Liability.** Competitors participate in the regatta at their own risk. See RRS Rule 4, Decision to Race; this is reiterated at Para 7 of the NoR and Para 11 of the SIs. The RAF Sailing Association will not accept any liability for material damage or personnel injury or death sustained in conjunction with or prior to, during, or after the regatta.
11. **Safety Management.** Wg Cdr Ldr J E Dodwell is the nominated Safety Manager for this Event, responsible for analysing generic hazards and risk to life and providing effective mitigating actions where appropriate.
12. **Insurance.** All craft are supplied with insurance cover for accidental damage. Service Sailing Associations will pay £200 excess fee in the event of any insurance claim where liability clearly lies with their sailor/s. Where liability cannot be agreed, the £200 excess fee will be evenly split between the Service Sailing Associations of the teams racing when the incident occurred.
13. Any issue of liability or claim for damages arising from an incident shall not be considered by a protest committee. A boat taking a penalty or retiring is NOT an admission of liability for damages or even an admission that she has broken a rule.

14. **Administration.**

- a. Accommodation. Accommodation is available at local Service Units, including RAF Brize Norton, RAF Benson, MoD Bicester and Dalton Barracks. Please contact me for more detailed information on each Unit.
- b. Messing. Catering facilities are available at the Club to purchase lunch and refreshments as required. Competitors are advised to bring their own supplies to supplement.

J E DODWELL

Wg Cdr

RAFSA Rear Commodore (D)

Annexes:

- A. Notice of Race.
- B. Sailing Instructions.
- C. Provisional Race Committee and Umpires.
- D. Course Diagram.

NOTICE OF RACE

Oxford Sailing Club
NOTICE of RACE
Inter-Services Dinghy Team Racing Championships 2018
19/20 Apr 18

1

INTRODUCTION

The event is for 3-boat teams and will be sailed in Laser/LDC 2k dinghies. Each boat shall be sailed by 2 x people. Spinnakers will not be used.

2 ORGANISING AUTHORITY

The organising authority is RAFSA.

3 RULES

3.1 The event will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS) including Appendix D, Team Racing Rules.

3.2 Races will be umpired.

3.3 The UK Team Racing Association (UKTRA) Standard Team Racing Sailing Instructions will apply. These change some rules in the RRS; they are available on the UKTRA web site (www.teamracing.org) and at registration.

3.4 In accordance with RRS 70.5(a) the right of appeal will be denied.

4 ENTRIES AND DEPOSIT

4.1 Each Service is invited to enter an A Team and B Team to represent their respective Sailing Associations, RAFSA, RNSA and ASA.

5 EVENT FORMAT AND SCHEDULE

5.1 The format of the event will be up to 3 x round robins, followed by an A Cup final and a B Cup final.

5.2 There will be a briefing at 0900 on Thurs 19 Apr 18 at Oxford SC.

5.3 The first warning signal will be at 0945 on Thurs 19 Apr 18.

6 BUOYANCY AND CLOTHING

Adequate personal flotation devices shall be worn by all competitors at all times when afloat.

7 RISK STATEMENT, INSURANCE

7.1 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.

7.2 When the boats are provided by the competitors, the boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least £3,000,000.

8 PRIZES

The A Cup and B Cup will be awarded to the winners of each respective final.

ENTRY FORM

Team Name

Team Contact

Address

Phone & Email

I agree to be bound by the Racing Rules of Sailing and all other rules that govern this event. In particular I have read paragraph 7 of the notice of race and confirm that I agree to its provisions and that my boat will conform to its requirements throughout the event.

Signed

On behalf of the team entered

INTER-SERVICES DINGHY TEAM RACING CHAMPIONSHIPS 2018

19/20 Apr 2018

SAILING INSTRUCTIONS

1 Rules

- 1.1 Racing will be governed by the rules as defined in The Racing Rules of Sailing including Appendix D, Team Racing Rules.
- 1.2 The right of appeal is denied in accordance with rule 70.5(a).
- 1.3 LDC/Laser 2k dinghies will be used. All boats must all conform to the Laser/LDC 2k class association rules.

2 Eligibility

- 2.1 After registration, no team member may be changed without the prior permission of the race committee. Exceptions will only be granted where they are agreed by Team Captains from both the other Services.

3 Notices to Competitors

Notices to competitors will be posted on the official notice board located in the clubhouse used for the event.

4 Changes to Sailing Instructions

Changes to these SIs will be signalled by flying flag L from the shore signal position. Such changes will be posted on the official notice board not less than 10 minutes before the warning signal of the first affected race.

5 Signals made Ashore

- 5.1 The shore signal position is the club flagpole unless a different location is specified in the appendix to these SIs.
- 5.2 When displayed ashore, flag AP with two sound signals (one sound signal when lowered) means "Races not started are postponed". The warning signal for the next race will be made not less than ten minutes after flag AP is lowered. This amends race signal AP.

6 Event Format and Schedule of Races

- 6.1 The format of the event is described in the notice of race, in the information letter and it will be briefed/displayed on the official notice board at the event. 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.
- 6.2 The schedule of races will be displayed on the official notice board. Any changes thereto and schedules for subsequent rounds will be displayed not less than 10 minutes before the start of that phase of the competition.
- 6.3 Every race will be assigned a race number in the race schedule.
- 6.4 Unless otherwise specified in the appendix to these SIs, the race number will be displayed on the committee boat between the preparatory signal and start signal for that race. When the race number is displayed in this way, it overrides all prior communications, schedules or instructions. The race committee may at any time remove a particular race from the published sequence of races and run it at a later time.

7 The Course and Time Limit

- 7.1 Unless otherwise specified in the appendix to these SIs:
- 7.1.1 the starting line will be between the mast of the committee boat and a starting mark;
 - 7.1.2 the finishing line will be between a marker on the stern of a committee boat and a finishing mark.
- 7.2 The starting mark, finishing mark and course marks will be described on the official notice board.
- 7.3 The course configuration will be displayed on the official notice board.
- 7.4 The race committee may move marks of the course at any time. Rule 33 will not apply.
- 7.5 Unless otherwise specified in the appendix to these SIs, the time limit for each race will be 20 minutes. Boats failing to finish within ten minutes after the first boat finishes will be scored DNF. This amends rule 35.

8 The Start

- 8.1 Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure of a visual signal shall be disregarded. This amends rule 26.

<i>Signal</i>	<i>Minutes before starting signal</i>	<i>Sound</i>	<i>Alternative visual signals</i>	
Warning	3	One	Class flag up	3 battens
Preparatory	2	One	Flag P up	2 battens
One-minute	1	One	Flag P down	1 batten
Starting	0	One	Class flag down	No battens

The visual signals for the event will be described in the appendix to these SIs and will be briefed.

- 8.2 When a boat is subject to rule 29.1, flag X need not be displayed for more than 1 minute after the starting signal; this amends rule 29.1. The race committee may hail the sail numbers or the total number of premature starters.
- 8.3 A boat that fails to start within two minutes of her starting signal will be scored DNS without a hearing. However, if the boat was OCS at her starting signal, she shall be scored in accordance with rule D3.1(b). This amends rules A4 and A5.
- 8.4 After a general recall, succeeding races may be delayed for the recalled race. Attention is drawn to SI 6.4.
- 8.5 Attention may be drawn to an imminent warning signal by a series of short sound signals. If flag AP has been flown, these signals may be used in place of the standard one minute interval. This amends race signal AP.

9 Protests and Penalties

- 9.1 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.
- 9.2 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 of the competition. This amends rule 63.1.
- 9.3 When rule D2 applies and the race umpires together with one other umpire (when available) decide that a boat has broken rule 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 rule D3.1(d). This amends rule 63.1.

- 9.4 When a competitor breaks additional rule 1.7, personal flotation device, or 1.8, wet or dry suits, in the appendix to these SIs the competitor's team shall be penalised one race win without a hearing. This amends rule 63.1.
- 9.5 When a protest committee decides that a breach of a rule, other than a rule of 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 rules 64.1 and D3.1.

10 When Boats are Supplied by the Organising Authority

- 10.1 For each race, the race committee will allocate boats to the participating teams.
- 10.2 Spinnakers, trapezes and the gear specifically provided for the utilisation of these shall not be used.
- 10.3 Standing rigging shall not be altered nor any gear removed without the permission of the race committee.
- 10.4 BREAKDOWNS
- 10.4.1 When a supplied boat suffers a breakdown, rule D5 applies.
- 10.4.2 Competitors are responsible for inspecting their boats before racing.
- 10.4.3 Competitors shall report any defects, damage or breakdown to the race committee at the first reasonable opportunity.
- 10.4.4 When to continue racing after damage a breakdown risks further damage to the boat, she shall retire immediately.
- 10.4.5 The race committee may postpone a resail indefinitely and score each team half a race win unless the result is relevant to progress, but not seeding, in the next round.
- 10.5 CONTINUITY
- 10.5.1 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.
- 10.5.2 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.

11 Risk Statement, Insurance

- 11.1 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:
- 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;
 - They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;
 - They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
 - Their boat is in good order, equipped to sail in the event and they are fit to participate;
 - 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;
 - The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances.
- 11.2 When the boats are provided by the competitors, the boat is required to hold adequate insurance and in particular to hold insurance against third party claims in the sum of at least three million pounds (£3,000,000), unless a different sum is specified in the appendix to these SIs.

Appendix

INTER-SERVICES DINGHY TEAM RACING CHAMPIONSHIPS 2018

Section 1: Additional Rules

1.1 Races will be umpired. Rule D2 applies.	YES
1.2 Two-Flag Protest Procedure applies as rule D2.5	YES
1.3 Rule D1.1(d), Arm Signals when rule 20 applies, is deleted	YES
1.4 A boat capsized after her starting signal, so that both her gunwales are touching the water or her mast is stuck in the bottom of the lake or sea, shall retire immediately.	YES
1.5 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 rule 44.1.	YES
1.6 An adequate personal flotation device shall be worn at all times whilst afloat.	YES
1.7 Wet or dry suits shall be worn at all times when afloat.	NO

Section 2: Alterations to Standard Team Racing Sailing Instructions

- 2.1 The official notice board is located in the Club house with the PRO
- 2.2 The shore signal position is the club flagpole.
- 2.3 The committee boat will identify the next race to be started by displaying the race number on the start boat.
- 2.4 The start line will be between the committee boat and adjacent buoy.
- 2.5 The finish line will be off the stern of the committee boat and adjacent buoy.
- 2.6 The time limit for each race is 20 minutes.
- 2.7 The time limit for boats to finish after the first boat is 10 minutes.
- 2.8 Races will run in continuous succession within each round.
- 2.9 The starting system, visual and sound signals, will be described on the official notice board.

Section 3: Local and Other Rules

- 3.1 The following other local rules apply:
No vehicles associated with the event shall be parked on the upper area of the club property, but shall be parked in the lower main car park.

**Martin Smethers IJ NRO
PRO**

PROVISIONAL RACE COMMITTEE AND UMPIRES

Principal Race Officer - Martin Smethers IJ NRO

**Capt RNSA TBC
Wg Cdr Edward Dodwell
Capt ASA TBC**

**UMPIRES
Nick Ross NU
Nigel Vick NU
Steve Watson NU**

COURSE DIAGRAM

Case #152405644_420000151401_0127_025

