



**BRITISH OPEN TEAM RACING  
CHAMPIONSHIP**

**FOR THE**

**70th WILSON TROPHY**

**WEST KIRBY SAILING CLUB  
10th/11th/12th May 2019**

**BRIEFING NOTES**

These notes are for information only, are issued for the guidance of competitors and are not part of the Sailing Instructions (SI's). 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*).

Questions on the SI's and these briefing notes (and any other queries you may have) should be emailed to [office@wksc.org.uk](mailto:office@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.

It is not intended to repeat the items in these notes at the briefing on the Friday morning. The Friday briefing will be at 08.15 in the Summer Pavilion and will update on any foreseeable or known changes and, of course, the weather. It will be brief.

**1. Race Management**

**a) Race Officials**

Event Director	Adam Whittle
Event Secretary	Kay Eggleton
Principal Race Officer	Chris Riley
Assistant Race Officer	Jemima Riley
Chief Starter	Martin Hartley
Course Manager	Richard Cornah
Beachmaster	Richard Stratton

**b) Registration**

- i. Registration will be in the main room from 18.00 to 22.00 on Thursday 9 May and 07.00 to 08.00 on Friday 10 May.
- ii. The draw for the first round will be held in the main room at 19.00 on Thursday 9 May.
- iii. A team not turning up at a team racing event spoils the enjoyment of those that do – walkovers skew results. If you are going to be late, please let us know as soon as possible before 08.00 on Friday by phoning Kay Eggleton +44 (0)7789 176 763 / Sue Capper +44 (0)151 625 5579.
- iv. Please let us know the names of your team members by registration, as required by the rules.
- v. 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.
- vi. 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 – it's the insurance company telling us we're not covered if we do allow you to sail.

c) **Sailing Instructions**

SI's have been posted to the website. Please download and print them as copies will not be issued on registration.

d) **Bibs**

- i. Only helms will be issued with a bib at registration. The bibs show team names and must be worn when on the water
- ii. Bibs must be returned to race control at the end of the event. You must return all 3 bibs at once. 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
- 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 eight-round period
- iii. Please note that points, either cumulatively or in individual races, are not being used as a tie-breaker.

f) **Scheduling & Mustering**

- i. **Without doubt, this and the following notes on scheduling & 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 18 (the last in round 1) could be competing in race 26.
- iv. As there will be five flights on the water at any one time, this means that when race 18 comes in, race 23 will be taking over their boats. The winners of race 18, 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 outside race control.
- vii. **We won't hold up racing for latecomers.**
- viii. If there is a no-show team, the opposing team will be given a walk-over after at least one of its boats has started and sailed for two minutes.
- ix. 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.
- x. Teams scheduled to sail drop-outs will not take to their boats. The race will be "started" so the sequence is maintained.
- xi. 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
- xii. Resails will be sailed at the end of the next available round and without breaks between the preceding and the succeeding races. The race committee will allocate the resails within a slot and they will not necessarily be in the same boats as the original race.
- xiii. 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.
- xiv. 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.
  - xv. The starters on the committee boat have been told 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.
  - xvi. **The first warning signal of the day will be at 08.57 on day one and 07.57 on subsequent days, not some indeterminate time later when everyone is ready.**
  - xvii. 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. The timing is tight – again to give you more racing – and teams that don't embark immediately will be late for their starts.
  - xviii. The SI's 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.

**g) 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 us 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.

**h) Replacement boats**

- i. The replacement boats will be ready-prepared to keep the schedule going in spite of breakdowns.
- ii. SI 6.4 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).

**i) Starting**

- i. A large digital clock display on board the start boat will be used instead of flags. It, and the sound signals, are driven by a computer. The countdown method is SI 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 "3.00"), the clocks will show "0.00" at the start with one long sound and one second later "2.59" as the following sequence gets under way. Flag X may be replaced with the sort of yellow flashing light used on road construction vehicles. A klaxon has been wired into it and 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 may be used for calling OCSs.
- iv. We will, of course, always try to make these calls but we aren't obliged to under the SI's. If they are not made or you do not hear them, you may not request redress (SI 8.13).

**j) Displaying the colour of boats**

Coloured shapes indicating the current race will be displayed on the starboard side of the start boat. These shapes and the race number indicator will be up-dated between the three-minute warning signal and the two-minute preparatory signal.

**k) Results**

The aim will be that we will post a race's result on the board (or the nearby display screens) before teams get ashore. Please, therefore, make it a habit to check the results as soon as you come ashore. You are the best result checkers we have.

**l) 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. Teams taking over boats will please collect their sails from the beach party on the apron, go to their boats and rig them.
- ii. Please ensure the sail you rig has the correct number on it matching the hull number. 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.

**m) Damage & breakdown**

- i. Damage and breakdowns must be reported to the Beach Master immediately when you come ashore. Under SI 1.5(l), we will deduct a win if you don't.
- ii. When complying with RRS D5.2 (waving a red flag), you should make sure that an umpire acknowledges 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 Beachmaster.
- iii. Competitors are obligated to look after the supplied boats. We have written into the SI's (SI 1.5(n)) that, if anyone on the race committee observes 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. Accordingly, we can fine individuals or teams with any of:
  - (a) a £10 fine payable to the RNLi without a hearing
  - (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 committeeNegligence 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. Not only can we 'fine' the act, but also take your damage deposit if you damage the boat.

**n) Redress for breakdown**

- i. Rule D5.3 (*breakdowns to supplied boats*) states: "The race committee shall decide requests for a score change in accordance with rules D5.4 and D5.5", and the latter spells 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 is published as Appendix A to these briefing notes.
- iii. The second is to establish what, if anything, has broken down and provides a check-list for processing rules D5.4 and D5.5.
- iv. Note that the rule 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). Please note that decisions made by the Race Committee under D5 cannot be subject to a request for redress or appeal (SI 10.6).

**o) Redress other than for breakdowns**

A red flag must be flown immediately, and acknowledgement received from an umpire.

**p) Media boats**

Media boats will fly a pink flag. Whether anchored or motoring, media boats are to be treated as obstructions.

## 2. Umpires and Umpiring

### a) Umpire Coverage

The intention is for all races to be fully umpired, there will be two umpire boats throughout every race until Sunday when we will have three boats per race.

### b) Protest flag system

- i. The single flag protest system will be used as described in rule D 2.2. Umpires will respond as described in rule D 2.4. Umpire initiated penalties may be given in the circumstances stated in rule D 2.3.
- ii. Boats will not be provided with flags. You will need to provide your own flags. Please ensure that your flags are of sufficient size and prominence.
- iii. Umpires can only respond to flags that they see – please display flags with arms fully extended away from your body.
- iv. Limited umpiring will not apply.

### c) Rule 42

The current interpretations and judging of rule 42 published on the World Sailing website ([www.sailing.org](http://www.sailing.org)) will be used. There will be no warnings, and the penalty is Two Turns.

### d) Penalties

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 ‘room’ and ‘tack’) and loud enough that the umpire can also hear.
- ii. Arm signals are not required but can be helpful in some situations.

### f) Interference with other boats

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 – 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

Chief Umpire David Taylor  
Deputy Chief Umpire & Jury Chair Peter Johnson

Alan Baser	Chris Lindsay	(IRE)	Cxema Pico	(IRE)
Mike Butterfield	Marta Lloret Llinares	(DEN)	John Pratt	(USA)
William Davies	Torgrim Log	(NOR)	Peter Price	
Jack Fenwick	Ewan McEwan		Mathias Rebholz	(GER)
Matt Goodbourn	Jamie Marston		Paul Robson	
Carol Haines	Ailbe Millerick	(IRE)	Richard Thompson	
Jon Haines	Jon Napier		Andy Wibroe	
Mal Jones	Glenn Oliver	(USA)		

(GBR unless stated otherwise)

i) **Useful links**

- i. World Sailing: Racing Rules of Sailing 2017 - 2020  
[http://www.sailing.org/tools/documents/WorldSailingRRS20172020-\[20946\].pdf](http://www.sailing.org/tools/documents/WorldSailingRRS20172020-[20946].pdf)
- ii. World Sailing: Call Book for Team Racing  
[http://www.sailing.org/documents/caseandcall/call\\_book\\_team.php](http://www.sailing.org/documents/caseandcall/call_book_team.php)

3. **Social and administration**

a) **Wristbands**

Wristbands will be issued to all competitors at registration, please wear these throughout the course of the event. These will allow you access to the Club grounds, dinners and entertainment.

b) **Refreshment tent**

There will be a refreshment tent outside the main clubhouse, open from 10.00 on Friday and from 07.00 on subsequent days selling breakfast rolls, sandwiches, cakes and hot & cold drinks. Competitors' packed lunches will be available near the refreshment tent from noon onwards on Friday, Saturday and Sunday.

c) **Dietary requirements**

If you or any members of your team have any dietary requirements i.e. vegetarian, gluten/dairy free etc. you **must** let us know. If we do not know in advance there will be no food for you at lunch time or in the evening as you cannot choose what you want to eat on the day.

d) **Thursday evening**

A relaxed informal evening in the bar. Pre-ordered food is available from the Clubhouse.

e) **Friday evening**

As part of the 70th Anniversary celebrations, the first party night is a US/Irish themed night with 2 bands in the Summer Pavilion. Supper will be served on Friday evening between approximately 18.00 and 20.30 to fit in around the end of sailing. You will need a ticket for this which will be provided at registration.

f) **Saturday evening**

Preceding the formal dinner, teams are invited to a Pimm's reception from **18.00** which, weather dependant, will be served on the terrace. The dinner will be in the Summer Pavilion, and we ask that you take your seats at **18.45**. Dress is blazer and tie. This year, to reduce congestion immediately prior to the dinner, you will be able to pre-order and pay for wine from the Clubhouse bar at any time during the event; please ask the Bar Staff for a form. The wine will be available for you to collect as you enter the Summer Pavilion. Some teams will be required to help move tables and chairs at the end of the dinner to make way for dancing – you will be notified at registration if this affects you. Entertainment will be provided by the band "**Disco Fish**".

g) **Personal property**

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

h) **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.

## Appendix A

### **Dinghy Team Racing Resail Guidelines**

1. These are not rules or SI's. 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 or unseamanlike handling (see definition in World Sailing Call Book for Team Racing), 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