



# **2K STANDARD SAILING INSTRUCTIONS**

2K Team Racing International Association

## Abbreviations:

PC – protest committee                      RC – race committee  
OA – organising authority                  RRS – racing rules of sailing  
SSI – standard sailing instructions      NoR – notice of race  
LSI – local sailing instructions

## **1. RULES**

- 1.1 The event will be governed by
  - (a) the 'rules' as defined in the RRS, including Appendix D, Team Racing Rules.
  - (b) The local sailing instructions (LSI) will apply. In case of conflict between the LSI and SSI, the LSI will prevail.
  - (c) the rules for Handling Boats (SSI Addendum C), which also apply to any practice sailing and sponsor races. Class Rules will not apply.
  - (d) any prescriptions of the national authority that will apply shall be posted on the official notice board
- 1.2 The right of appeal will be denied in accordance with RRS 70.5 (a).
- 1.3 All races will be umpired.
- 1.4 Changes to the Racing Rules of Sailing are detailed in SSI Addendum C.
- 1.5 The umpires may decide that any contact is damage for the purposes of initiating a penalty under rule 2.3(d).
- 1.6 Other applicable rules will be specified in the LSI

## **2. ENTRIES and ELIGIBILITY**

- 2.1 To remain eligible the entire crew shall complete registration in accordance with the Notice of Race, pay any outstanding entry fee and damage deposit and lodge the Sailing Agreement Time and place of registration will be specified in the LSI.
- 2.2 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility
- 2.3 Each skipper is responsible for the damage or loss to their boat and supplied equipment unless responsibility is otherwise assigned by the umpires or PC.
- 2.4 After registration no skipper or other team member may be permanently changed without the prior written permission of the RC. Permission will only be given in exceptional circumstances. Teams are permitted to make temporary changes to cover short term absences. No temporary substitute may sail more than 2 races, and all substitutes shall be of the same gender as the person they are replacing. The RC must be informed of these changes.
- 2.5 Any team that is given permission to sail without the required number of crew or gender mix may be allowed to sail, however they shall not be eligible to compete in any knockout stage and their results shall be discounted when final positions are calculated.

## **3. COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board.



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- 3.2 Signals made ashore will be displayed from the flag pole in the vicinity of the race office
- 3.3 All competitors shall attend the first briefing, unless excused by the OA.
- 3.4 All skippers shall attend the daily briefings, unless excused by the OA.



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## **4. AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SSI or LSI made ashore will be posted at least 10 minutes before the start of any race affected and will be signed by the RC and the Chief Umpire.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag L on the committee vessel with three sound signals. An umpire may communicate these either verbally or in writing.

## **5. BOATS AND SAILS**

- 5.1 Boats
  - (a) The type of boats that will be used for the event will be specified in the LSI
  - (b) The boats to be sailed and the sails to be used will be allocated by the RC.
- 5.2 Spinnakers, gennakers, trapezes and the gear specifically provided for their use shall not be used.
- 5.3 The RC may require boats to reef their mainsails, in which case boats will be so informed by the umpires.
- 5.4 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag L is not required
- 5.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.

## **6. IDENTIFICATION and ASSIGNMENT OF BOAT**

- 6.1 How boats will be identified will be specified in the LSI
- 6.2 The RC may require a team to sail a substitute boat at any time.
- 6.3 Boats will be exchanged in accordance with the race schedule.

## **7. CREW MEMBERS, NUMBER and SAFETY**

- 7.1 The total number of crew for one team, including the skippers, will be specified in the LSI. The total number of crew shall be equally distributed over the two boats.
- 7.2 All registered crew shall sail all races unless permission for change is given under SSI 2.4.
- 7.3 Any participant suffering a blood injury (i.e. an injury that draws blood) shall report the matter to the race committee immediately. The RC may require that person to proceed ashore to receive first aid.

## **8. EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and race schedule will be detailed in the LSI. The races to be sailed may be displayed in order of starting on the RC boat.
- 8.2 The schedule of races will be displayed on the official notice board. Any changes made to the race schedule and schedules for subsequent rounds for a racing day will be displayed not less than 30 minutes before the first start of that day. Changes to the schedule of races after the first start will be communicated by an umpire either verbally or in writing.



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- 8.3 The RC with the approval of the Tour Director or his representative may change the format or terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of races under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.4 The RC may at any time remove a particular race from the published sequence of races and run it at a later time.
- 8.5 The number of races to be sailed each day will be determined by the RC with the approval of the Tour Director or his representative.
- 8.6 The dates of the racing days and the intended times for the warning signal will be specified in the LSI.
- 8.7 Each subsequent race will be started as soon as practicable after the previous race.
- 8.8 When a race cannot start according to the schedule of races, subsequent starts will be brought forward. Competitors will be so advised verbally by an umpire.
- 8.9 In a knock-out series between two teams:  
(a) when the series has been decided, further races between these two will not be sailed.  
(b) teams will exchange boats after odd matches of the series.

## 9. RACING AREA

- 9.1 The racing area will be specified in the LSI.

## 10. COURSE

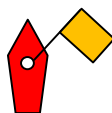
- 10.1 Configuration, Signals and Course to Be Sailed

- (a) Configuration (not to scale)

Mark 1     Mark 2

Mark 3

Start/Finish line



- (b) Courses to be Sailed  
With the configuration displayed above four Courses can be used.

<u>Course No.</u>	<u>Course</u>
Course 1	Start – 1-2-3-1-2 - Finish
Course 2	Start – 1-3-1 – Finish
Course 3	Start – 1-2 - Finish
Course 4	Start – 1- Finish



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Course 1 is the default. If Course 2 ,3 or 4 are used this will be communicated by the umpires or the RC before the warning signal for the race concerned. Marks not in use may be removed.

All marks shall be rounded to starboard.

(c) Description of Marks

The marks will be described in the LSI

## 10.2 Starting/Finishing Line

(a) The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the mast or staff displaying an orange flag on the committee boat.

(b) A buoy may be attached to the RC boat anchor line just below keel depth. Boats shall not pass between this buoy and the RC boat at any time. This buoy is part of the RC boat ground tackle

## 10.3 Course Limits

(a) A number of buoys may be laid near the racing area marking the limit of safe pilotage for the purposes of Part 2 of the RRS. If applicable, the buoys will be described in the LSI. While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the course.

(b) These lines or areas rank as obstructions.

(c) There is no penalty for touching these buoys or objects defining these areas.

(d) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS D2.3.

## **11. BREAKDOWN: TIME FOR REPAIRS AND REDRESS**

*RRS Appendix D.5 (Breakdowns) is deleted and replaced as below.*

11.1 Before the warning signal of a race or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a red flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time for repairs will be at the discretion of the RC.

11.3 After the warning signal of a race, the race will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SSI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.

11.5 Competitors are responsible for inspecting their boats before racing.

11.6 Competitors shall report any defects, damage or breakdown to the RC at the first reasonable opportunity.

11.7 When there is a risk of further damage if a boat continues racing after damage or breakdown, she shall retire immediately.

11.8 When a PC grants redress under RRS 62.1(b) the RC may postpone a resail indefinitely and score each team half a race loss unless the result is relevant to progress, but not seeding, in the next round.



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## **12. STARTING and FINISHING PROCEDURE**

12.1 Races will be started by using the following signals. Times shall be taken from the start of each sound signal; the failure or delay, of a visual signal, including flags as specified in below shall be disregarded. This amends RRS 26.

Signal	Minutes before starting signal	Sound	Visual Signals
Warning	3	One	Team Colours up
Preparatory	2	One	Flag P up
One-minute	1	One	Team Colours Down
Starting	0	One	Flag P down

12.2 When a boat is subject to RRS 29.1 a flag Red, Yellow or Blue, corresponding to her identification colour will be displayed but not for more than 2 minutes after the starting signal; this amends RRS 29.1. The RC may hail hull numbers of premature starters.

12.3 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 RRS D3.1(b). This amends rules RRS Appendix A4 and A5.

12.4 A series of short sound signals will be made to advise competitors a warning signal is imminent. Code Flag AP will only be used for significant delays (those likely to be longer than 15 minutes).

12.5 Each boat crossing the finish line will be given a finishing sound signal.

## **13. CHANGE OF POSITION OF MARKS**

13.1 There will be no changes of the position of a mark by the race committee after the start of a race. This amends RRS 33.

## **14. TIME LIMIT**

14.1 There shall be no time limit for races. However the race committee may abandon a race for any reason, after consulting with the race umpires when possible. This amends RRS 32

## **15 ADVERTISING**

15.1 As boats and equipment will be supplied by the Organising Authority, ISAF regulation 20.4 applies. Each boat may be required to display advertising as supplied by the OA.

15.2 Boats shall not be permitted the right to protest for breaches of any rules regarding advertising (amends RRS 60.1).

## **16 MEDIA, IMAGES and SOUND**

16.1 If required by the OA, media equipment (or dummies) supplied by the OA shall be carried on board while racing.

16.2 Competitors shall not interfere with the normal working of the OA supplied media equipment.

16.3 The OA have the right to use any images and sound recorded during the event free of any charge



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## **17 PRIZES**

17.1 Prizes will be awarded as specified in the LSI

## **18 CODE OF CONDUCT**

18.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.

18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SSI Addendum C.

18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship

- Excessive attempts to verbally coerce, coach or influence umpire decisions;
- Repetitive or ongoing objection to an umpire decision (verbal or otherwise);
- Abuse of umpires before or after a decision (See also Call MR13).

The penalty for breaking this sailing instruction is at the discretion of the Protest Committee and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

18.4 Breaches of this SSI may also be referred to the PC Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event or the withholding of deposits.

18.5 Gross breaches of this SSI may be referred to the PC by the OA for action under RRS 69.

## **19 DISCLAIMER**

Nothing done by the organisers can reduce the responsibility of the boat nor will it make the organisers responsible for any loss, damage, death or personal injury however it may have been caused, as a result of the boat taking part in the racing. The organisers encompass everyone helping to run the race and the event, and include the organising authority, the race committee, the race officer, patrol boats and beachmasters and, for the purposes of this clause, the umpires.



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## **ADDENDUM A**

### **HANDLING OF BOATS**

#### **A1. GENERAL**

A1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

**A2. PROHIBITED ITEMS and ACTIONS.** Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited.

A2.1 Any additions, omissions or alterations to the equipment supplied. In particular the cutting or shortening of any sheets, control lines or other running rigging.

A2.2 The use of any equipment for a purpose other than that intended or specifically permitted.

A2.3 The replacement of any equipment without the sanction of the RC.

A2.4 Sailing the boat in a manner that it is reasonable to predict would cause significant damage including.

(a) On a downwind leg a starboard- tack boat shall not sail a course above 90 degrees to the true wind for the purposes of hunting a port-tack boat.

A2.5 Moving equipment from its normal stowage position except when being used.

A2.6 Boarding a boat without prior permission.

A2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC.

A2.8 Hauling out a boat or cleaning surfaces below the waterline.

A2.9 Using a flattener as a reef.

A2.10 Perforating sails, even to attach tell tales.

A2.11 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.

A2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.

A2.13 Using a winch to adjust the mainsheet, backstay or vang.

A2.14 Using a reef line as an outhaul.

A2.15 Omitting any headsail car or turning block before sheeting onto a winch.

A2.16 The use of electronic instruments other than compass, watches and small video devices such as Go-Pros.

A2.17 Marking directly on the hull or deck with permanent ink.

A2.18 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing.

A2.19 A breach of SSI Addendum A2.4 (a) and A2.18 is not open to protest by boats but may be subject to action by Umpires. This changes RRS 60.1.





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### **A3. PERMITTED ITEMS and ACTIONS.** The following are permitted.

- A3.1 Taking on board and making appropriate use of the following equipment :
- (a) basic hand tools consisting of knife, pliers and screwdrivers but excluding hammers and saws.
  - (b) adhesive tape
  - (c) line (elastic or otherwise of 4 mm diameter or less)
  - (d) marking pens
  - (e) tell tale material
  - (f) watch, timers and hand held compass
  - (g) shackles and clevis pins
  - (h) Velcro tape
  - (i) spare flags
  - (j) bosun's chair
  - (k) small video devices such as GoPro.
  - (l) PFD's when not supplied by the OA
- A3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
  - (b) attach tell tales
  - (c) prevent sails being damaged or falling overboard
  - (d) mark control settings
  - (e) make minor repairs and permitted adjustments
  - (f) make signals as per SSI 11, SSI C3.1 and SSI C3.6
  - (g) make video recordings
  - (h) personal safety
- A3.3 Changing the number of mainsheet purchases.
- A3.4 Using lazy sheets and control lines for the purpose of hiking normally, ie sitting on the side of the boat. This amends rule 49.1.

### **A4. MANDATORY ITEMS and ACTIONS** – the following are mandatory:

- A4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- A4.2 At the end of each sailing day:
- (a) folding, bagging and placement of the sails as directed
  - (b) leaving the boat in the same state of cleanliness as when first boarded that day
  - (c) releasing backstay tension
- A4.3 At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.
- A4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- A4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- A4.6 A breach of items SSI A4.2 and A4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.



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## ADDENDUM B

### DAMAGE PENALTIES

SSI C3.5 permits umpires to determine the penalty for breaking RRS 14 without a hearing. This appendix explains how damage will be assessed and prescribes the appropriate level of penalties. The Protest Committee may impose additional penalties if it has good reason to do so.

There are a number of things we are trying to achieve with penalties for damage

- Minimise damage to keep costs down and avoid delays while boats are being repaired.
- Ensure that penalties are consistent and fit the breach.
- Keep race results “on the water”.
- Give more sailing to everybody for the same entry fee!

#### Damage Levels

Level	Extent	Effect
Level A- Minor Damage	Up to 1 man hour to repair	Boat may race without repair
Level B- Significant Damage	More than 1 hour and up to 5 man hours to repair	Boat may need some (temporary) work before racing again.
Level C- Major Damage	More than 5 man hours to repair	Significant work required before racing again.

#### Penalties

Race-win penalties may be imposed by umpires after a race to boats that break RRS 14. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty. Any penalties are added to one boat's or both boats' team race losses / wins for the Series in which the damage occurred.

Level	Round-Robin	Knockout
Level A	No Penalty	No Penalty
Level B	½ race loss	½ race win
Level C	1 race loss	1 race win

#### Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.



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## ADDENDUM C

### MAJOR ALTERATIONS TO THE RRS

*Changes to the rules of Part 2 have been authorised by ISAF under RRS 86.2*

#### **C1. Add new definitions**

- C1.1 **Skipper** The crew member on-board who is in charge of the boat and the crew and all other persons aboard
- C1.2 **Leg to a leeward mark** A boat is on a *leg to a leeward mark* when she is on a leg to mark 2, mark 3 or the finishing line.
- C1.3 **Another leg** A boat passes to *another leg* of the course when her bow crosses the extension of the line from the previous mark through the mark she is rounding

#### **C2. Changes to the rules of Part 2 3 and 4**

- C2.1 RRS 17 is changed to "After her starting signal, if a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain overlapped within that distance unless in doing so she promptly sails astern of the other boat. This rule does not apply if the right-of-way boat is on a leg to a leeward mark or the finishing line, or if the overlap begins while
- (a) the right-of-way boat is on a leg to a leeward mark
  - (b) the windward boat is required by rule 13 to keep clear, or
  - (c) both boats are OCS.
- C2.2 RRS 31 (Touching a Mark) is changed to "While *racing*, neither the crew nor any part of a boat's hull shall touch a starting *mark* before *starting*, a *mark* that begins, bounds or ends the leg of the course on which she is sailing, or a finishing *mark* after *finishing*. In addition, while *racing*, a boat shall not touch a race committee vessel that is also a *mark*."
- C2.3 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return on board is at the approximate location of the recovery.
- C2.4 RRS 49.2 is deleted. However lifelines rigged on boats shall be taut at all times.
- C2.5 The umpires may decide that any hard contact (contact between hulls and rigs) is damage for the purposes of initiating a penalty under rule D2.3(d).
- C2.6 When sailing on a leg to a leeward mark or the finish line, a starboard-tack boat shall not change course to a heading above 90 degrees from the true wind if it causes a port-tack boat that was keeping clear to change course in order to continue keeping clear. A breach of this sailing instruction may be protested
- C2.7 A boat may protest another boat for an alleged breach of SI C2.6 in accordance with Appendix D2.2.

#### **C3. Changes to the rules of RRS Appendix D**

##### **Protests and Penalties**

- C3.1 Delete RRS D1.2(c) and replace with:  
A boat may not request redress under rule 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The



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race committee or match umpires may request the protest committee to consider this. This changes rules 60.1(b) and 62.1(a). A boat intending to request redress under 62.1(b) or (c) for an incident in the racing area shall display a red flag at the first reasonable opportunity after the incident. She shall display the red flag until it is acknowledged by the race committee or by an umpire.

- C3.2 Delete RRS D1.2(g) and add new rule D1.2(g):  
Protests and requests for redress that deal with scoring and other matters that do not arise from incidents in the racing area shall be notified to the race office within 30 minutes after the finish of the last boat in the last race of the day. However boats are required to notify the race officer as soon as practicable.
- C3.3 Add new rule D1.2(h):  
If the Jury decides that a breach of a rule, other than a rule of RRS 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 re-sail or to impose no penalty
- C3.4 RRS D1.3 (a) (Penalties) first sentence is changed to:  
“When on an upwind leg of the course a boat may take a penalty by gybing, or when on a *leg to a leeward mark* of the course a boat may take a penalty by tacking when she may have broken one or more rules of Part 2, or rule 31 or 42, in an incident while racing. Between the preparatory signal and the starting signal the penalty shall be taken by gybing,
- C3.5 Add new rule D1.3(d):  
When three race umpires decide that one or more boats has broken RRS 14 in an incident where there is damage, they may impose race-win penalties as prescribed in Addendum B without a hearing, but shall not add points to a boat's score. The boat(s) shall be informed as soon as practical and only at that time may she request a hearing, in which case the umpires shall report the incident to the protest committee who shall proceed in accordance with RRS Appendix D3.1(d). Any penalties imposed after a hearing may be more than the penalties imposed by the umpires. This changes RRS Appendix D3.1(d)(1) and D3.1(d)(3).

### **Umpired Races**

- C3.6 RRS D2.2 (a) (Protests by Boats) is changed to:  
“She shall hail “Protest” and conspicuously display a Yankee flag at the first reasonable opportunity for each”.
- C3.7 RRS D2.2(f) (Protests by Boats) is amended as follows:  
“A boat penalized by an umpire shall take a One-Turn Penalty.”
- C3.8 RRS D2.3 (Penalties Initiated by an Umpire) is amended as follows:  
The last paragraph is deleted and replaced with: “The umpire shall signal a decision is compliance with rule D2.4. A boat penalized by an umpire shall take a One-Turn Penalty except that, when an umpire hails a number of turns, the boat shall take that number of One-Turn penalties.”
- C3.9 Add to RRS D.2.3 (h) ((Penalties Initiated by an Umpire):  
“breaks SSI Addendum A2.18.”
- C3.10 RRS D 2.4(b) (Signals by an Umpire) is amended as follows:  
“To penalize a boat a coloured flag, red, yellow or blue identifying the boat with one long sound and pointing the coloured flag at her means: “The identified boat shall take a penalty by complying with SSI C3.7”



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## **Scoring**

C3.11 RRS D4 (Scoring) is deleted. Addendum D to these sailing instructions shall be used.

## **Breakdown**

C3.12 RRS D5 is deleted. See SSI 11 Breakdowns.



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## **ADDENDUM D**

### **SCORING**

*The following scoring system replaces RRS Appendix D4. This scoring system is designed to allow all races sailed in an incomplete round-robin to be counted towards the final results.*

#### **D1 Round-Robins Series**

*In a round-robin series teams are to sail against all other teams one or more times.*

- D1.1 Add after the first sentence of Appendix A5 'When one of the boats in a race fails to sail the course in accordance with RRS 28.1, she shall be scored DNF without a hearing.'
- D1.2 The losing team of each race scores one point; the winner scores no points except when
- D1.3 There is a dead heat between boats that leaves the winner of the race indeterminable in which case they shall each be scored half a race loss.
- D1.4 When a team withdraws from part of an event the scores of all in-completed races shall be scored as losses on the basis of the number of races she would have sailed had she not withdrawn.
- D1.5 When a single round robin is terminated before completion, a team's score shall be the total number of losses scored by the team in all races sailed except as stated in SSI D1.7.
- D1.6 When a multiple round-robin is terminated during any of the round-robins, a team's score shall be the total number of losses scored by the team except as stated in SSI D1.7.
- D1.7 However, if any of the teams have sailed less than a total of three races in the round-robin series, the entire round-robin series shall be disregarded and, if necessary, the event declared void.
- D1.8 Event Rank Order: Teams shall be placed in order of their total scores, lowest number of losses score first.
- D1.9 A team that has won a race, but is disqualified for breaking a rule against a team in another race, shall be scored a loss for that race (but the losing team shall not be awarded the win); and
- D1.10 When a team has been disqualified from participating in the remaining races of the round-robin series, the results from all previous races shall stand, however she shall not be ranked for the event nor will her results be counted for the 2K Ranking Points System; and



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D1.11 When the boat has broken RRS 1, RRS 2, or RRS 14 when she has caused damage or injury, or a rule when not racing, half or more race losses may be added to her team score, or no penalty may be imposed. When race losses are added to one team's score the results for the other team shall remain unchanged.

## **D2 Ties in Round Robins**

D2.1 For the purposes of tie-breaking a team's score shall be the number of race losses scored between the tied teams.

D2.2 Ties between two or more teams in a round-robin series shall be broken by the following methods, in order, until all ties are broken. When one or more ties are only partially broken, ruSI D2.3(a) to D2.3(c) shall be reapplied to them.

D2.3 Ties shall be decided in favour of the teams(s) who:

- (a) placed in order, has the lowest number of losses in the races between the tied teams;
- (b) when the tie is between two teams in a multiple round-robin, has won the last race between the two teams;
- (c) has the fewest losses against the team placed highest in the round-robin series or, if necessary, second highest, and so on until the tie is broken. When two separate ties have to be resolved but the resolution of each depends upon resolving the other, the following principles shall be used:
  - (1) the higher-place tie shall be resolved before the lower-place tie, and
  - (2) all the teams in the lower-place tie shall be treated as a single team for the purposes of rule SSI D2.3(c).

When rule SSI D2 does not resolve a tie, and if the tie needs to be resolved for a later stage of the event, the tie shall be broken by a sail-off, when practicable. When the race committee decides that a sail-off is not practicable, the tie shall be decided in favour of the team who has the highest score in the round-robin series after eliminating the score for the first race for each tied team or, should this fail to break the tie, the second race for each tied team and so on until the tie is broken. When a tie is partially resolved, the remaining tie shall be broken by reapplying rule SSI D2.

## **D3 Knockout Series**

D3.1 In a knockout series the sailing instructions shall state the minimum number of race win points required to win a series between two teams. When a knockout series is terminated it shall be decided in favour of the team with the higher number of race wins.

## **D4 Ties in a knockout series**

D4.1 Ties (including 0–0) between teams in a knockout series shall be broken by the following methods, in order, until the tie is broken. The tie shall be decided in favour of the team who:

- (a) has the highest place in the most recent round-robin series, applying rule SSI D2 if necessary;



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- (b) has won the most recent race in the event between the tied teams;
- (c) to decide the winner of the event, or the overall position between teams eliminated in one round of a knockout series, a sail-off may be used (but not a draw).