



in association with



RYA NORTH WEST JUNIOR AND YOUTH TRAVELLER SERIES Information for Clubs, Parents and Competitors 2019

1. The Series

The RYA North West Junior and Youth Traveller Series entry is open to Youth and Junior sailors as noted below; there is no requirement for entrants to be RYA Junior Members, members of RYA affiliated clubs or members of a class association.

The series is open to any class of mono-hull sailing dinghy and the format will be Average Lap Racing in accordance with Addendum A of this document.

The series shall be open to:

- Youth helms and crews under the age of 19 on the 31st December 2019
- Junior helms and crews under the age of 16 on the 31st December 2019
- Junior Under 14 helms and crews under the age of 14 on the 31st December 2019
- Junior Under 11 helms and crews under the age of 11 on the 31st December 2019

The age group is determined by the age of the oldest person in the boat.

A helm is allowed to sail in different classes and aggregate the results, except in an individual event the entrant must qualify using the same boat. (i.e. if they sail 2 races in a Laser, and 1 in a Topper with 2 out of 3 to count, the Topper result must be discarded). A crew may not aggregate their results.

There are 9 joint events with the NW Topper Traveller Series; results will count towards both series.

2. Insurance and Entries

The RYA NW Region carries no insurance to cover this sort of event, so it is important that each event is run under the burgee of the appropriate club. The usual conditions of insurance shall apply (i.e. the club's own conditions) which should be stated on entry details.

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of £3,000,000 per event.

Class membership and measurements certificates are not an entry requirement. This rule is intended to encourage participation in events by those young sailors without their own boats. It is hoped that competitors treat this condition in the manner intended and do not use it to sail racing machines, which are known to be out of class for which clubs would normally disqualify them.

The use of replica sails is permitted.

To encourage less experienced sailors to take part the maximum entry fee for 2019 is to be £12.00 per boat. On-line entry prior to the event will be available, with clubs encouraged to offer a discount for pre-entry. Entry on the day must be available.

3. Organisation

Clubs should organise their events in a consistent format to minimise the possibility of confusion at different venues. It is recognised that local constraints and weather condition may sometimes require different formats but these should be avoided where possible.

The pre-race briefing is to be at 10.30; this briefing should be given using simple language so that the youngest/most inexperienced sailor has a clear understanding of the sailing instructions and the course.

Parents have expressed their concern in the past about the complex courses set at some events, which did not take into the account the wide range of ability, experience and ages of the competitors.

It is therefore a requirement of the series that:

- A simple straightforward course is used.
- A lead boat is not required, but please provide assistance and guidance on the water for less experienced sailors.
- The start line is also the finish line and the course is set to pass through the line on each lap.
- As there are usually a large number of classes and differing abilities the use of average lap racing is to be used (please see Addendum A for guidance).
- The target race time is 45 minutes (See addendum A)

The start of the first race is to be at 11.00. Normally there will be 1 race followed by a break for lunch followed by two more back to back races - this can be varied to suit conditions on the day. Single starts for all boats is preferred, but please refer to Addendum A, Notes to the Race Officer, Item 5 which gives recommendations for when 2 starts may be required. The starting sequence is to be:

| Minutes Before Starting Signal | |
|--------------------------------|--------------------|
| 5 | Warning Signal |
| 4 | Preparatory Signal |
| 1 | One Minute |
| 0 | Starting Signal |

A ratio of 1 power boat to 10 competitors is recommended to provide adequate safety boat cover, in line with the RYA recommended guidelines. Safety boats crews should preferably hold a RYA PB2 qualification. Safety boats should be manned and on the course before any sailors are on the water and until the last sailor is ashore. If adequate safety boat cover is not provided at a venue, that venue will not be invited to take part in the series again. **At least one of the safety boats should be designated as a coach boat to provide on the water assistance and coaching for the less experienced sailors.**

As noted above Rule 41 Outside Help is changed for the Junior Traveller series to allow coaching for the less experienced sailors, but I have had queries from clubs regarding assistance with capsizes. **Can I therefore clarify that help with righting boats and any other assistance required by the less experienced sailors is permitted (and indeed encouraged) without penalty.** Safety boat crews and coaches should be briefed accordingly. With regards to deciding which are the less experienced sailors we leave this to the 'On The Water Coach' and safety boat crews to decide but as a guide I suggest the back half of the fleet. This should be reflected in the Sailing Instructions for each event.

4. Prizes (on the day of the event)

follows:

- Youth: First boy under 19 on 31 December 2019
- Youth: First girl under 19 on 31 December 2019
- Junior Under 16: First boy on 31 December 2019
- Junior Under 16: First girl on 31 December 2019
 - Junior Under 14: First boy on 31 December 2019
 - Junior Under 14: First girl on 31 December 2019
 - Junior Under 11: First boy on 31 December 2019
 - Junior Under 11: First girl on 31 December 2019
- Team Prize – for the club with most travellers
- Endeavour Prize

Depending on the fleet size consideration should be given to awarding second and third prizes in age categories (i.e. if more than 5 sailors in a category). Other prizes can be considered to encourage participation.

At the end of the season clubs will be asked to make a voluntary donation for the series prize giving. The donation will be collected by the event organiser or nominated individual during the clubs own event.

5. Results

A representative of the organising club is required to send the full overall results of the meeting, including the different age groups, to the series results master, Peter Baldwin at peter@hamnlace.co.uk If possible clubs are requested to use Sailwave software to process the results, however any format is acceptable so long as this easily understandable.

Clubs are requested to ensure that they have an experienced race management team available for the event, to avoid problems with inaccurate results. It is requested that results for each race are posted as soon as possible after the race has finished as this allows possible errors to be identified and corrected before prize giving.

6. Event and Series Scoring

6.1 The low points scoring system of Appendix A will apply.

6.2 Events will generally have 3 races with one discard. When less than 3 races are 'sailed' there will be no discard.

6.3 An event will be deemed to have been 'sailed' when one or more races have taken place.

6.4 A first place at an event shall score 1 point, second place 2 points, and third place 3 points and so on, in the series results.

6.5 Race positions shall be awarded as a single fleet, not individual age categories.

6.6 The number of events to count shall be half the number of events sailed rounded up where necessary to the nearest whole number.

6.7 A DNC shall be scored as one more than the number of the boats entered in the series.

7. Venues

Due to the number of clubs wishing to host events in the series, clubs may be invited to be hosts on a rotational basis. Up to 2 clubs may be rotated each year – this will be decided using the following criteria:

- Support for the Traveller Series
- Feedback from Parents and Competitors

- Success of event
- Other relevant information

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Addendum A
RYA NW Junior and Youth Traveller Series
Information for Clubs, Parents and Competitors 2018

Average Lap Racing

The objective of average lap racing is to allow boats of differing performance and competitors of a wide range of sailing skills to compete together by sailing for similar amounts of time. By requiring all boats to sail for approximately the same time they should experience generally the same wind and current conditions. Based on the number of laps of the course each boat sails during the period, their elapsed times are factored to represent the times they would have taken to sail the same number of laps as the fastest boat. These factored times are then corrected in the normal way using the appropriate Portsmouth Numbers.

In the NWJTT series the main advantage of average lap racing is that inexperienced young sailors are not left out on the race course long after the leading boats have finished. Another advantage is that average lap racing allows more races to be planned for a given period and gives good event time management. If there are a large number of entrants, they can be divided and have separate consecutive starts whilst still competing in the same race. The small courses needed allow clubs with limited water area to put on racing for a wide range of classes.

However with boats spread out and completing more than usual laps, the race officers have to keep constant vigilance to ensure correct lap counting as boats have to cross the same start/ finish line after every lap. It is also difficult to assess relative positions during a race.

Notes to the Race Officer

1. The race duration should be about 45 minutes (from start signal to 'about to finish' signal). Laps are not to be posted the 'about to finish flag(s)' ("S" flag and two sound signals) are to be used to end a race at the required time.
2. Every lap needs to be the same - starting and finishing on exactly the same line.
3. Boats need to cross the start/finish line every lap.
4. The course size should allow the slower boats to complete at least 2 laps and preferably 3 in the allotted time (note that long courses make it more difficult to successfully run average lap racing).
5. A single start is preferred but occasionally 2 starts maybe required (e.g. events with a large entry). We recommend that the fastest boats start first with the second start following in quick succession 1 or 2 minutes thereafter.

6. Start times MUST be recorded.
7. Every time each individual boat passes the start/ finish line it must be recorded as such.
8. Although there is no need to record the times of every line crossing it is advantageous to do so as this can help to identify missed laps.
9. If lap times are not recorded it may be useful to record the lap time of the slow boats in order to calculate the timing of the 'about to finish' signal.
10. Before the planned race duration is reached the 'about to finish' signal has to be made, this should be made if possible before the first of the slower boats completes a lap (preferably its third). This 'about to finish' signal should also be made in a gap in the flow of boats so that no one that has just crossed the line can be confused.
11. The 'about to finish' signal should have its time recorded.
12. After the 'about to finish' signal all boats finish the race the next time they cross the start/ finish line. Subsequently finish times must be recorded so that all elapsed times can be calculated. (Note the first boat to finish is the first boat to cross the line after the 'about to finish signal' NOT the leading boat)

Calculations

Each boats corrected time may be calculated as:

Corrected time = (Elapsed time x Most laps x 1000) / (PN x actual laps)

Where:

Actual laps is the actual number of laps sailed, most laps is the number of laps sailed by the boat which sailed furthest.

However, if Sailwave is used to record start and finishing times or elapsed times and the number of laps completed for each competitor, it will undertake these calculations for you and score the event to RRS.

The above calculation is based on the RYA Document Portsmouth Yardstick – Running Races which can be accessed via the following link <http://www.rya.org.uk/SiteCollectionDocuments/technical/Web%20Documents/PY%20Documentation/PY-running%20races.pdf>