



# David Lukins Memorial Match Racing Regatta 2018

## Sailing Instructions

The Organising Authority is the Royal Prince Alfred Yacht Club

### 1 RULES

- 1.1 The event will be governed by:
  - a) the 'rules' as defined in the RRS 2017 - 2020, including Appendix C.
  - b) the rules for Handling Boats (SI appendix C), which also apply to any practice sailing and sponsor races. Class rules will not apply.
- 1.2 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.
- 1.3 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Appendix E, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under rule C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Appendix E is appropriate, they shall act under rule C8.4.

### 2 ENTRIES AND ELIGIBILITY

- 2.1 Only skippers invited by the OA are eligible for the event. The Skippers are listed in SI Appendix A.
- 2.2 To remain eligible the entire crew shall complete registration, deposit AU\$1000 for damage and crew weighing, all **between 0800 – 0830hrs Saturday 15<sup>th</sup> September 2018** unless extended by the OA.
- 2.3 In the event that the OA decides a deduction from the damage deposit is required, the deposit must be restored to its original amount before the team will be permitted to continue in the event.
- 2.4 In the event the OA insurance refuses to pay for damage the competitor/s shall be liable for all damage incurred.
- 2.5 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the Umpires or Protest Committee.
- 2.6 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.

- 2.7 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.

- 2.8 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices will be posted on the official regatta notice board located adjacent to the Sailing Office on the ground floor of the Royal Prince Alfred Yacht Club.
- 3.2 Signals made ashore will be displayed on the flagstaff, located in front of the Clubhouse.
- 3.3 A daily morning briefing and boat draw will start at 0830hrs in the Halyards Bistro.

### 4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected and will be signed on behalf of the RC and the Chief Umpire.
- 4.2 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing

### 5 BOATS AND SAILS

- 5.1 The event will be sailed in Elliott 7 class yachts.
- 5.2 Eight boats will be provided.
- 5.3 The following sails will be provided for each boat: Mainsail, Jib and Asymmetrical Spinnaker.
- 5.4 Boats will be allocated by draw, either daily or for each round as decided by the Race Committee
- 5.5 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

<u>Signal</u>	<u>Sail Combination to be used</u>
No signal displayed	Mainsail, Jib & Asymmetrical Spinnaker
International Code Flag "J"	Mainsail & Jib

- 5.6 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required. 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 BOATS

- 6.1 Boats will be identified by bow and sail numbers
- 6.2 Boats will be drawn at the beginning of each stage or as decided by the RC. In a knockout series the OA will nominate the boats for each match and the Skipper with the highest place in the previous stage will have the first choice of boat or the assigned end. If that Skipper chooses an assigned end then his opponent may choose a boat and vice versa. Boats will be exchanged in accordance with the pairing list and race schedule.

## 7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The number of crew (including the helmsperson) shall be four or five unless the OA individually authorises otherwise.
- 7.2 The maximum total crew weight, determined prior to racing shall be 350kg, when wearing at least shorts & shirt.
- 7.3 All competitors while aboard the Elliott 7 shall wear a Personal Flotation Device ("PFD") at all times during the event. Competitors are to provide their own compliant PFD. Each PFD shall comply with at least one of the following standards, 100 (AS4758) or PFD Type1 (AS1512) or PFD Type 2 (AS1499).

## 8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format is detailed in SI Appendix B.
- 8.2 In a knock-out series between two skippers:
- they will alternate assigned ends for each match.
  - when the series has been decided, further matches between these two will not be sailed.
- 8.3 The racing days are scheduled as 15<sup>th</sup> & 16<sup>th</sup> September 2018
- 8.4 On Saturday 15<sup>th</sup> September 2018 there shall be no attention signal after 1600hrs
- 8.5 The latest time for an attention signal on the last day of racing will be 1600hrs.
- 8.6 The number of matches to be sailed each day will be determined by the RC.
- 8.7 The RC may terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.8 Add RRS C10.3(b): 'When a single round robin is terminated before completion, or a multiple round robin is terminated during the first round robin, the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'
- 8.9 The intended time of the first attention signal each day is 0945hrs.

- 8.10 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.11 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 8.12 When, in a knock out series, a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.

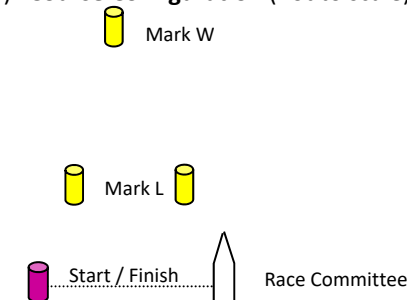
## 9 RACING AREA

- 9.1 The Racing Area will be on Pittwater.

## 10 COURSE

### 10.1 Course configuration, signals and course to be sailed.

#### a) Course Configuration (not to scale)



#### b) Course signals and course to be sailed

Course signals will be displayed from the RC boat, at or before the warning signal. Mark W (windward) shall be rounded to Starboard. Mark L will be a gate and shall be laid approximately 50 meters to windward of the starting line. Boats must pass through the gate on a downwind course & must leave the port mark to port or starboard mark to starboard. The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W – Finish
'S'	Start - W – Finish

#### c) Description of Marks

The RC boat will be identified by the RPAYC Burgee.

The starting/finishing line mark will be a pink cylindrical inflatable buoy

Mark W will be a yellow inflatable buoy.

Both mark L's will be yellow inflatable buoys.

The replacement marks will be a red or a green cylindrical inflatable buoy.

10.2 The starting/finishing line will be a straight line between the course side of a starting/finishing mark and a flagstaff displaying a pink flag on the RC boat.

**10.3 Course Limits**

- a) While racing, no part of a boat shall sail within the area bounded by an imaginary line between two adjacent moorings and the adjacent shoreline. All Navigational Marks shall be passed on their designated side when yachts are racing.
- b) A breach of this sailing instruction is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. Changes RRS C6.2 and C8.2.
- c) These areas shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.

**10.4 Abandonment and Shortening**

- a) RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.

**11 BREAKDOWN AND TIME FOR REPAIRS**

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green 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 close to leeward of the RC boat and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs will be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

**12 STARTING PROCEDURE**

- 12.1 The attention signal will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.2 The flight number will be displayed on the RC boat by way of a numeral board.

**13 CHANGE OF POSITION OF THE WINDWARD MARK**

- 13.1 Changes to the course will be made by setting a replacement Mark W.
- 13.2 **Change of Course Signals** (amends RRS 33 and Race Signals)
  - a) Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'

- b) When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

**13.3 Signalling vessel**

- a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of Mark L.

**14 TIME LIMIT**

- 14.1 A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

**15 COACH BOATS**

- 15.1 Refer NoR 15

**16 MEDIA, IMAGES & SOUND**

- 16.1 Refer NoR 14

**17 PRIZES**

- 17.1 The principle prize for First Place will be the "David Lukins Memorial Trophy".
- 17.2 The Hamish Roughley Encouragement award will be awarded to the selected individual.
- 17.3 The OA will award other prizes at its discretion.

**18 CODE OF CONDUCT**

- a) 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.
- b) Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendices B and C.
- c) The penalty for breaking this SI 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.
- d) Competitors shall comply with RRS 55 at all times.

**19 DISCLAIMER**

- 19.1 All those taking part in the event do so at their own risk. The Organising Authority, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

## SI APPENDIX A – LIST OF ELIGIBLE SKIPPERS

Team No.	Skipper	Team
1	Chris Way	Easy Tiger
2	Nick Garland	Team Harken
3	Craig Souter	Son of Coco
4	Katie Pellew	Team Spinlock
5	Pat Langley	Team Vaikobi
6	Clare Costanzo	Team Fusion
7	Tom Spithill	Team Tiger
8	Niall Powers	YD – Team Green
9	James Farquharson	YD – “It’s gotta be Red”
10	Juliet Costanzo	YD – Team Blue

## SI APPENDIX B – EVENT FORMAT

### Stage One - Single Round Robin

- (a) All skippers will sail one round robin as requested by the Race Committee.
- (b) The 4 highest scoring skippers shall qualify for stage 3 & 4
- (c) The other skippers will qualify for stage 2.

### Stage Two –5<sup>th</sup>-10<sup>th</sup> sail offs for Final Placings

- (a) 5<sup>th</sup>-6<sup>th</sup>, 7<sup>th</sup>-8<sup>th</sup>, 9<sup>th</sup>-10<sup>th</sup> will verse each other to determine final placings if time permits.

### Stage Three – Semi Finals

- (a) The highest ranked skipper from stage one shall select their opponent. The remaining two skippers shall sail against each other.
- (b) The first skipper from each match to score at least 2 points will proceed to stage 5. The remaining skippers shall proceed to stage four.

### Stage Four – Petit Final Knockout

- (a) The 3<sup>rd</sup> & 4<sup>th</sup> ranked skippers from stage 3 shall sail against each other to determine final placing.
- (b) The first skipper to score at least 2 points shall be awarded 3<sup>rd</sup> place the other 4<sup>th</sup> place.

### Stage Five - Final Knockout

- (a) The 1<sup>st</sup> & 2<sup>nd</sup> ranked skippers from stage 1 shall sail against each other to determine final placing.
- (c) The first skipper to score at least 2 points shall be awarded 1<sup>st</sup> place the other 2<sup>nd</sup> place.

## SI APPENDIX C – HANDLING THE BOATS

### C1. GENERAL

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

### C2. 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:

- a. Any additions, omissions or alterations to the equipment supplied.
- b. The use of any equipment for a purpose other than that intended.
- c. The replacement of any equipment without the sanction of the RC.
- d. Sailing the boat in a manner that it is reasonable to predict that significant damage would result.
- e. Moving equipment from its normal stowage position except when being used.
- f. Boarding a boat without prior permission **including coaches**.
- g. Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while "AP" is displayed ashore.
- h. Hauling out a boat or cleaning surfaces below the waterline.
- i. Using a flattener as a reef.
- j. Attaching lines to the fabric of spinnakers.
- k. Perforating sails, even to attach tell tales.
- l. Radio transmission (including mobile telephones) to and from the boat while racing.

- m. Adjusting or altering the tension of standing rigging.
- n. Using a winch to adjust the mainsheet, vang or Cunningham.
- o. Using a reef line as an outhaul.
- p. Cross winching foresail sheets, without the sheet taking a full turn around the leeward winch.
- q. Omitting any headsail car or turning block before sheeting.
- r. The use of electronic instruments other than compass and watches.
- s. Using the spinnaker pole to wing out the foresail.
- t. Marking directly on the hull or deck with permanent ink.
- u. Other than registered skippers and/or crew, making adjustments to sails, fittings and running rigging.
- v. Using the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard
- w. A breach of SI C 2.v is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

### **C3. PERMITTED ITEMS and ACTIONS**

- C3.1. Taking a bag on board containing:
- a. basic hand tools.
  - b. adhesive tape.
  - c. line (elastic or otherwise of 4 mm diameter or less).
  - d. marking pens.
  - e. tell tale material
  - f. hand held compasses and watches.
  - g. shackles and clevice pins.
  - h. Spare flags
- C3.2. Using the items in C2.1 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
  - f. take bearings and time.
  - g. make signals as per Appendix C6.
- C3.3. Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

### **C4. MANDATORY ITEMS and ACTIONS**

- C4.1. 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.
- C4.2. 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. returning competitor flags to the sailing office (1xred, 1xgreen, 1xblue, 1xyellow, 1xyankee)
- C4.3. 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.
- C4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- C4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- C4.6. Infringement of items C3.2 and C3.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- C4.7. All competitors while aboard the Force 24 shall wear a Personal Flotation Device (“PFD”) at all times during the Event. Competitors are to provide their own compliant PFD. Each PFD shall meet and be branded in accordance with AS 4758 (minimum Level 100) or AS 1512-1996 Type 1 or equivalent (or more stringent) overseas standard. In the event that a competitor is unable to provide a compliant PFD the OA may provide one.

### **SI APPENDIX D – EQUIPMENT LIST**

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

#### **SAILS and SAILING EQUIPMENT**

- Mainsail and set of battens
- Headsail
- Spinnaker
- Spinnaker pole
- Spinnaker sheets
- Headsail sheets
- Tiller extension
- Two Jib cars
- Fenders x 2

- Green damage flag
- Red protest flag
- Y Flag

#### SAFETY GEAR

- 5 x PFD 1's – onboard
- 2 x Bucket with lanyard - onboard
- 2 x Paddles
- 1 x Navigation light
- 1 x First aid kit
- 1 x Sound Device
- 1 x Torch
- 1 x YA Rule Book
- 1 x Storage Bag
- 1 x Bilge Pump Handle – onboard

#### GROUND TACKLE

- 1 x Anchor and warp

### SI APPENDIX E – MATCH RACING PENALTIES

#### Match Racing Penalties for Damage resulting from contact between boats

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty. Damage will be divided into 3 levels.

Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.

Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

#### Point Penalties - to be applied without a hearing (this amends RRS C8.6);

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

#### 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.