



ecostore

MATCH RACING REGATTA

SATURDAY 20TH – SUNDAY 21ST NOVEMBER 2021

www.boatwash.com.au

SAILING INSTRUCTIONS

ORGANISING AUTHORITY
Royal Prince Alfred Yacht Club
16 Mitala Street, Newport NSW 2106

EVENT WEBSITE:

<https://rpayc.com.au/sailing/regattas-championships/>

Abbreviations:

PC – Protest Committee

OA – Organising Authority

RRS – Racing Rules of Sailing

NoR – Notice of Race

RPAYC – Royal Prince Alfred Yacht Club

RC – Race Committee

NA – National Authority

SI –Sailing Instructions

ONB – Official Notice Board

1 RULES

1.1 The event will be governed by:

a) the 'rules' as defined in the RRS, including Appendix C.

b) the rules for Handling Boats (SI Addendum C), which also applies to any practice sailing and sponsor races. Class rules will not apply.

c) any prescriptions of the NA that will apply will be posted on the ONB.

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. This changes RRS 41.

1.3 Add to RRS C7.2: (g) If one boat has finished and is no longer racing and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty. This changes RRS C7.2.

1.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.

1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

2 ENTRIES AND ELIGIBILITY

2.1 Only skippers invited by the OA are eligible for the event. The Skippers are listed in SI Addendum A.

2.2 To remain eligible the entire crew shall complete registration, deposit **A\$1000** for damage and complete crew weighing, all between **0800 - 0830hrs Saturday 20 November 2021** 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 PC.

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 to competitors will be posted on the ONB located at the club reception area at RPAYC.

3.2 Signals made ashore will be displayed from the flagstaff, located in front of the Clubhouse.

3.3 Skippers shall attend the daily briefing with the RC and umpires in the **Halyards Bistro at 0830hrs (Saturday 20 & Sunday 21 November 2021)**, unless excused by the OA.

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 by the RC and PC representatives.

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 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

5.1 Boats

(a) The event will be sailed in Elliot 7 Class yachts

(b) Eight boats will be provided.

(c) The following sails will be provided for each boat: Mainsail, jib & spinnaker (asymmetrical).

5.2 The sail combination to be used will be signalled from the RC vessel with or before the attention signal. The signals will have the following meanings:

Signal	Sail Combination to be used
No signal displayed	Mainsail, Jib & Spinnaker (Assy)
International Code Flag "J"	Mainsail & Jib

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

5.4 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. Bow numbers shall take precedence should there be a discrepancy between the two.

6.2 Boats will be drawn at the beginning of each stage or as decided by the RC. 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 skipper shall be four or five.

7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirt, shall not exceed 350kg, determined at the time of registration or such time as required by the RC.

8 EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format is detailed in SI Addendum B

8.2 In a knock-out series between two skippers:

- (a) they will alternate assigned ends for each match.
- (b) when the series has been decided, further matches between these two will not be sailed.
- (c) crews may exchange boats after odd matches of the stage.

8.3 The racing days are scheduled as **20 – 21 November 2021**.

8.4 The latest time for an attention signal on the last day of racing will be approximately **1600hrs**.

8.5 The number of matches to be sailed each day will be determined by the RC.

8.6 The RC may change the format, add a stage or terminate any stage or the event when, in its opinion, it is impracticable 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.

8.7 The intended time for the first attention signal each day is **1000hrs**.

8.8 Each subsequent flight will be started as soon as practicable after the previous flight.

8.9 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.

8.10 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.

8.11 In stages 2-5 the higher placed skipper from Stage 1 will be starboard entry in the first match of each new stage.

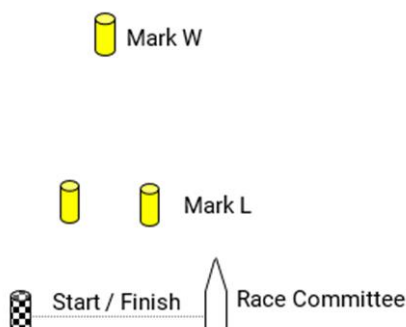
9 RACING AREA

9.1 The Racing Area will be on the waters of Pittwater.

10 COURSE

10.1 **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 vessel, at or before the warning signal.

Mark W (windward) shall be rounded to Starboard.

Mark L will be a gate and shall be laid approx. 50m to windward of the starting line. Boats must pass between the marks of a gate from the direction of the previous mark (rules 28.2(c)). 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.

Signal Course

No Signal Start – W – L – W – Finish

'W' Start – W – L – W – L – W – Finish

'S' Start – W – Finish

c) Description of Marks

The RC vessel will be identified by the RPAYC Burgee.

The starting/finishing line mark will be a **black & white** cylindrical inflatable buoy.

Mark W & L will be **yellow** conical inflatable buoys, which may have a red/white sponsor branding on it.

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 **pink flag** displayed on the RC vessel.

10.3 **Course Limits**

a) While racing, no part of a boat's hull 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 boats are racing.

b) A breach of this sailing instruction is not open to protest by boats but may be subject to action by umpires in accordance with RRS C8.2. This 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) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral flag denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters Race Signals.

c) 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 vessel 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 **6 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 vessel 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** (changes 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 vessel 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 vessel 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 VESSELS

- 15.1 Refer NoR 15.

16 MEDIA, IMAGES & SOUND

- 16.1 Refer NoR 14.

17 PRIZES

- 17.1 Refer NoR 13.

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 SI Addendum C.
- 18.3 The penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.

19 DISCLAIMER

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

SI ADDENDUM A – LIST OF ELIGIBLE SKIPPERS

World Sailing Ranking as at; 10, April, 2020

	Club	Skipper	World Sailing Rank	Location
1	Royal Prince Alfred Yacht Club	Alistair Read	113	Sydney, AUS
2	Cruising Yacht Club of Australia	Will Sargent	119	Sydney, AUS
3	Royal Sydney Yacht Squadron	Jed Cruickshank	126	Sydney, AUS
4	Cruising Yacht Club of Australia	Cole Tapper	144	Sydney, AUS
5	Royal Sydney Yacht Squadron	Max Paul	N/R	Sydney, AUS
6	Royal Prince Alfred Yacht Club	Emma Rankin	N/R	Sydney, AUS

SI ADDENDUM B – EVENT FORMAT

Stage One – Round Robin One

All skippers shall be scheduled to sail a single Round Robin.

- (a) At the conclusion of Stage One, all skippers will proceed to Stage Two, or,
- (b) Where Stage Two is removed from the schedule;
 - a. The 5th – 6th placed Skippers from Stage One, shall proceed to Stage Three.
 - b. The 1st – 4th placed Skippers from Stage One, shall proceed to Stage Four.

Stage Two – Round Robin Two

All skippers shall be scheduled to sail a second Round Robin.

- (a) At the conclusion of Stage Two, the combined results from Stage One and Stage Two shall rank all skippers from 1st to 6th.
- (b) The 5th – 6th ranked Skippers, shall proceed to Stage Three.
- (c) The 1st – 4th ranked Skippers, shall proceed to Stage Four.

Stage Three – Sail Offs (5th vs 6th)

- (a) The 5th & 6th ranked Skippers, shall verse each other respectively.
- (b) The first Skipper to score at least two (2) points, shall be awarded the higher placing to determine their final overall position.

Stage Four – Semi Finals

- (a) The highest ranked Skipper shall select their opponent when requested by the RC. The remaining two Skippers shall race each other.
- (b) The first Skipper in each pair to score at least two (2) points, shall proceed to Stage Six. The remaining Skippers shall proceed to Stage Five.

Stage Five – Petit Final

- (a) The first Skipper to score at least two (2) points, shall be awarded 3rd place overall, the other 4th place overall.

Stage Six – Final

- (a) The first Skipper to score at least three (3) points, shall be awarded 1st place overall, the other 2nd place overall.

SI ADDENDUM 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 or SI C 2.w is not open to protest by boats but may be 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 C3.1 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 RRS 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.
- 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 C4.2 and C4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- C4.7. All competitors while aboard the 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 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 ADDENDUM 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 (Asymmetrical)
- Spinnaker sheets
- Headsail sheets
- Tiller extension
- Two Jib cars
- Green damage Flag
- Yellow Flag
- Blue Flag
- Red protest Flag
- Y Flag
- Towing Line

SAFETY GEAR

- 5 x PFD 1's
- 2 x Bucket with lanyard
- 2 x Paddles
- 1 x Knife
- 1 x First aid kit
- 1 x Sound device
- 1 x Torch
- 1 x Storage Container
- 1 x Bilge Pump System

GROUND TACKLE

- 1 x Anchor and warp

SI ADDENDUM E – MATCH RACING PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

RRS 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 point's penalty. If a competitor requests a hearing after a point's 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 point's penalties, and is not linked to any deductions from the competitor's damage deposits. Any point's 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 point's penalty given on the water.