

# 2023/2024 SAILING INSTRUCTIONS

## 1. Rules

- 1.1 Racing is governed by the Racing Rules of Sailing (RRS); Australian Sailing Special Regulations Part 2 for 'Off the Beach Boats'; and the rules and by-laws of the International Laser Class Association (ILCA).

## 2. Changes to Sailing Instructions

- 2.1 Changes may be notified verbally at the briefing or on the water before the warning signal.

## 3. Schedule of Races and Starting Times

- 3.1 The schedule of races is set out in the [Race Calendar](#).
- 3.2 The scheduled warning signal time for the first race is 1300 or 1400 during Daylight Saving.
- 3.3 A briefing will usually be held approximately 60 minutes before the start of the first race.

## 4. Fleet Flags

- 4.1 The fleet flag for the ILCA 7 will be a white ILCA flag.
- 4.2 The fleet flag for the ILCA 6 and ILCA 4 will be a green ILCA flag.

## 5. Racing Area

- 5.1 Except for the annual marathon race, the sailing area is an area bounded by the enclosed waters of Middle Harbour south of MHYC, and a line drawn from the eastern tip of Middle Head and Dobroyd Head, clear of ferry channels and shipping lanes.

## 6. Courses

- 6.1 *NB Sailsports Club Championships, NB Sailsports Spring Series and Zhik Summer Series*: Courses will be Figure 8 as shown in the attached Course Diagrams. A green or red flag displayed on the Race Committee Boat before or with the warning signal will indicate the direction for rounding the top mark. If Code Flag 'K' is displayed before or with the warning signal the course will be two laps Windward Leeward as shown in the Course Diagrams (note: both marks rounded to port). An additional last lap for either course may be signalled by numeral pennant 3 displayed before or with the warning signal.
- 6.2 *Short Race Series*: Course will be Windward Leeward with an offset buoy to be rounded at the top mark as shown on the Course Diagrams. The number of laps will be indicated by the appropriate numeral pennant displayed with or before the warning signal. At the discretion of the race committee, a port/starboard gate may be used as the leeward mark.
- 6.3 *Marathon*: The course will be advised at the briefing.
- 6.4 Competitors may sail through the start/finish line on any leg.

## 7. Marks

- 7.1 All rounding marks are yellow inflatable cylinders with red or yellow ends.
- 7.2 For Short Race Series the offset mark is a yellow or orange teardrop.
- 7.3 The starting/finishing mark is an orange teardrop displaying a red flag.

## 8. Areas that are Obstructions

- 8.1 Entry into waters bound by yellow markers surrounding 'HMAS Penguin', Middle Head is prohibited and the area is deemed a continuing 'obstruction'.

## 9. Starting Sequence

- 9.1 *Club Championships*: ILCA 7 and ILCA 6/4 fleets shall have separate starts, with the ILCA 6/4 fleets starting first.
- 9.2 All other starts may be separate or combined as indicated by the Warning Signal.
- 9.3 The first race on some handicap race days when shown with an asterisk (\*) on the [Race Calendar](#) will have a Handicap Start.

## 10. The Start

- 10.1 The start sequence for races shall be as per RRS 26 unless otherwise stated below.
- 10.2 The start line will be between the flag console on the Race Committee Boat and the course side of the starting mark.
- 10.3 Times will be taken from visual signals. The failure of a sound signal will be disregarded.
- 10.4 After the Preparatory Signal for a given fleet, boats in other fleets shall keep clear of the starting area until after the first fleet has started.
- 10.5 When there are separate starts, the Warning Signal for the second fleet may be displayed at/or any time after the start of the first fleet.
- 10.6 A three minute starting sequence will be used for the Short Race Series unless otherwise notified at the briefing. This changes RRS 26.
- 10.7 Handicap starts. This changes RRS 26. Five minutes before the start of the first boat(s) the warning signal for all fleets will be made. The signal will be the white ILCA flag. One minute before the start of each boat, her preparatory signal shall be made. This signal shall be the display of a numeral board bearing the boat's handicap. The fall or removal of that numeral board shall constitute the starting signal for that boat. A sound signal may be made for each visual signal.

# 2023/2024 SAILING INSTRUCTIONS

## 11. Starting Penalty- Black Flag as Preparatory Signal

- 11.1 If a Black Flag has been displayed as the Preparatory Signal, no part of a boat's hull shall be in the triangle formed by the ends of the starting line and the first mark during the one minute before the Starting Signal. If a boat breaks this rule and is identified she shall be disqualified.
- 11.2 In the event of a general recall after a black flag start, the Race Committee will attempt to advise boats identified as breaking this rule by hail before the next start. Any boats notified by the race committee, although disqualified, may sail the course provided they remain clear of the starting line at any subsequent re-start of that race and start no earlier than 5 minutes after the start and at all times keep clear of boats that are racing. This changes RRS 30.4.

## 12. The Finish

- 12.1 The finish line will be between the flag console on the Race Committee Boat and the start/finish mark.

## 13. Penalties

- 13.1 For the *Short Race Series*, RRS 44.1 is changed so that two-turns are replaced by one-turn.

## 14. Time Limit

- 14.1 No race shall count unless the leading boat of each fleet finishes within 90 minutes of the start. Other boats will have their finish recorded up to 15 minutes after the leading boat finishes.
- 14.2 The marathon race will be abandoned if the leading boat fails to finish within 180 minutes of the start of the first boat to start. Boats failing to finish within 30 minutes after the first boat finishes may be scored DNF.
- 14.3 Amends RRS 35.

## 15. Protest

- 15.1 A protest must be lodged in writing with any Club Official within one hour of the protesting boat finishing the last race of the day. Notices will be posted no later than 24 hours after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

## 16. Handicaps

- 16.1 All racing except the *Club Championship* and *Short Race Series* will be sailed using individual handicaps. [Current handicaps](#) for the first race of the day are posted on the Club website. Handicaps are adjusted after each race as set out in the [Handicap and Scoring System](#) posted on the website.

## 17. Scoring

- 17.1 To score points members need to be current financial members of the Club.
- 17.2 The *Club Championships* will be sailed over a maximum 16 races on 8 days, with the best 10 races counting.
- 17.3 *NB Sailsports Spring Series and Zhik Summer Series* will be sailed over a maximum 18 races on 9 days, with best 12 races counting. Some races are scheduled in conjunction with Club Championship races.
- 17.4 The *Short Race Series* will be sailed over up to 6 days. On each day 1 discard once 4 races are completed. Overall, 1 day discarded once 4 days are completed.
- 17.5 Competitors on DUTY will be given average points for the series after discards – the average points cannot be finalised until the series is completed.

## 18. Trophies/Prizes

- 18.1 Winners in each Series will have their name included on the Perpetual Trophies displayed in the Clubhouse.
- 18.2 Prizes may be awarded to ILCA 7 and ILCA 6 for the first three places in each Series.
- 18.3 Prizes may be awarded to the first ILCA 7 and ILCA 6 places in the Marathon race.
- 18.4 Separate prizes for ILCA 4's will depend on entries, including for the Club Championships.

## 19. Starters

- 19.1 Competitors must sign-on for each day of racing including the sail number to be used that day. The official sign-on sheet is usually hanging inside the clubhouse door or on the table. Boats that fail to sign on may be scored DNS or DNF.

## 20. General and Specific Aquatic Licence Conditions to be observed

- 20.1 Participants must maintain a minimum distance of 500m from the bow and 30m from the side or stern of any Seagoing Ship underway
- 20.2 Participants must not pass between the bow of any ship and a dedicated Port Authority NSW escort vessel.
- 20.3 Participants must maintain a distance of 200m from the bow and 30m from the sides or stern of any ferry underway
- 20.4 Special conditions apply for the safe water mark in the vicinity of Bradleys Head to be addressed at the Marathon briefing and on the Club notice board.

## 21. Safety

- 21.1 It is mandatory for competitors to wear an approved Personal Flotation Device.
- 21.2 Boats must be seaworthy and comply with Class and Australian Sailing regulations and rules; and particularly the requirements to have centreboard, mast and rudder securely fastened to the hull.
- 21.3 Participants are required to stop sailing and render assistance to any sailor who could be experiencing difficulty with capsize, gear failure, imminent danger, or injury – provided safe to do so. Alternatively raise the alarm with RO and/or others who may assist. On request, Redress may be given to assisting boats. RSS 62.1(c).
- 21.4 In strong winds;
  - do not leave the shore unless confident of your own ability and safety.
  - keep clear of a lee shore, rocky areas and breaking waves.
- 21.5 If you are excessively tired and/or cold or for other issues retire from the race, then advise the Race Committee Boat, or at least another competitor if possible.
- 21.6 Always stay with your boat.
- 21.7 If you are in trouble, raise an arm above your head and wave it backwards and forwards.
- 21.8 If you need to board the Race Committee boat be aware of the propeller. To avoid risk of injury the Race Officer should have turned the motor off before you are at the stern of the vessel.

## 22. Risk Statement

- 22.1 RRS 3 states; 'The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone'.
- 22.2 By participating each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and sea conditions, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
- 22.3 Competitors are warned by the Club that regardless of their best intentions, they may be unable to render assistance to participants who are in distress, and by participating they accept this risk.
- 22.4 Competitors agree that they will not hold the Club or its Officers liable for any injury to persons, or damage to equipment, in the event of a mishap on the water, or on the Club's premises.

## 23. Insurance

- 23.1 At-fault occurrences to other boats and parties are the responsibility of the competitor. Competitors are not covered by Club Insurances, and each participating boat shall be insured at minimum with a valid third-party liability insurance cover of A\$10,000,000 with details provided to the Club.

### CLUB OFFICIALS:

<b>Commodore:</b>	Graham Jennings	0417 061 634
<b>Vice Commodore:</b>	Vanessa Dudley	0418 118 133
<b>Treasurer:</b>	Jonathan Brown	0497 292 955
<b>Secretary:</b>	Naomi McKeown	0418 636 996
<b>Club Captain:</b>	Diane Sissingh	0427 286 550
<b>Results and website:</b>	Rob Lowndes	0419 266 257
<b>Learn to Race:</b>	Nick Alexander	0498 059 188
<b>Committee member:</b>	Matt Kuhn	0429 128 692

Club Sponsors....



