



## SOUTH EAST QUEENSLAND MATCH RACING SERIES



### SAILING INSTRUCTIONS

Mooloolaba Yacht Club (MYC)

13 – 14 May 2017

Abbreviations:

PC – protest committee

RC – race committee

OA – organising authority

NoR – notice of race

SI – sailing instructions

ONB – Official notice board

RRS – racing rules of sailing

#### 1 RULES

1.1 The event will be governed by:

- the 'rules' as defined in the RRS, including Appendix C.
- the rules for Handling Boats (SI Addendum A), 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 Add new RRS C7.2(g): "If one boat has finished a match and the other boat has a penalty outstanding, the umpires may signal under RRS 7.4(c) that the penalty is cancelled.

1.4 Add after the first sentence of Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.'

1.5 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."

#### 2 ENTRIES AND ELIGIBILITY

- 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.
- In the event the OA insurance refuses to pay for damage the competitor/s shall be liable for all damage incurred.
- Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the Umpires or PC.
- After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- When a registered crew member is unable to continue in the event or by request from the registered skipper, the OA may authorise a substitute, a temporary substitute or other adjustment.

#### 3 COMMUNICATIONS WITH COMPETITORS

- Notices will be posted on the ONB located at the MYC Regatta Office
- Signals made ashore will be displayed from the official flag pole located adjacent to the MYC pontoon, on the flagstaff, located on the Wharf deck
- All Skippers shall attend the meeting at the MYC Regatta Office, which will be at **0830 hrs on 13May 2017**. Skippers shall attend all subsequent briefings with the RC and Umpires unless excused by the OA.

#### 4 AMENDMENTS TO SAILING INSTRUCTIONS

- 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 the Chief Umpire.
- Amendments made afloat will be signaled 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

- The boat used will be Elliott 6's.
- The sail combination to be used will be signaled from the RC vessel with or before the attention signal. The signals will have the following meanings:

### Signal

No signal displayed

International Code Flag "T"

### Sail Combination to be used

Mainsail, Jib & Symmetrical Spinnaker

Mainsail & Jib

## 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 morning meeting or at the beginning of each stage as decided by the RC.

## 7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 The number of crew (including the helmsperson) shall be three or four.
- 7.2 There is no Maximum crew weight
- 7.3 All competitors while aboard the Elliott6 shall wear a Life Jacket at all times during the event. Competitors are to provide their own compliant Life Jacket. Each Life Jacket 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.

## 8 EVENT FORMAT AND STARTING SCHEDULES

- 8.1 The event format and round robin match pairing list will be provided at the first meeting.
- 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 series
- 8.3 The racing days are scheduled as Saturday 13<sup>th</sup> and Sun 14<sup>th</sup> May.
- 8.4 The latest time for an attention signal on the last day of racing will be **1430 hrs.**
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may add, change and/or terminate any stage of the event.
- 8.7 The intended time of the first attention signal each day is **0945 hrs.**
- 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.

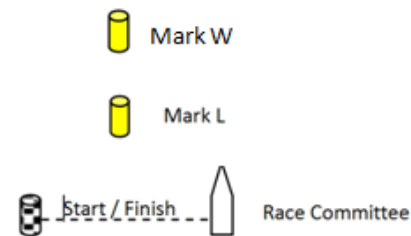
## 9 Racing Area

- 9.1 The Racing Area will be on the Mooloolah River from the Coast Guard Station to the Basin Mooring marker.

## 10 Course

- 10.1 Course configurations, 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. Marks W shall be laid to windward of the starting line and rounded to starboard. Mark L shall be laid approximately 50 meters to windward of the starting line. Boats must round all marks to Starboard.

#### Signal

No Signal

'W'

'S'

#### Course

Start - W - L - W - Finish

Start - W - L - W - L - W - Finish

Start - W - Finish

### c) Description of Marks

The starting/finishing line mark will be a Yellow pencil inflatable buoy. Mark W will be a black and white checked inflatable buoy. Mark L will be an Orange inflatable buoy. The replacement marks will be a Green inflatable buoy.

- 10.2 The starting/finishing line will be a line between the course side of a starting/finishing mark and the pole/stick/halyard of the Orange flag it is attached to, which is displayed on the RC vessel.

### 10.3 Course Limits

- a) While racing, no part of a boat's hull shall sail within designated exclusion zones as specified by the RC.
- 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.
- d) there is no penalty for touching any objects defining these areas

#### 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 signaled 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 their 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 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 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.

Subsequent changes will revert to the original mark

- 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 **Signaling 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 signaled 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 2 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 16.

### 16 **MEDIA, IMAGES & SOUND**

- 16.1 Refer NoR 15.

### 17 **PRIZES**

- 17.1 Refer NoR 14

### 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 Addendum A

### 19 **DISCLAIMER**

- 19.1 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 AD ADDENDUM HANDLING THE BOATS**

### **A1 GENERAL**

- A1.1 While reasonable steps are taken to equalize boats, variations will not be grounds for redress (amends RRS 60.1(b) and 62)
- A1.2 Competitors shall inspect assigned boats before each race for possible breakdown and missing equipment. Discrepancies shall be reported to the Race Committee.
- A1.3 Competitors shall report any damage or loss of equipment however slight as soon as possible to the Race Committee.
- A1.4 Handover of boats between races should be completed without delay. After finishing, competitors shall sail directly to the changeover area without interfering with any races in progress.

### **A2 PROHIBITED ITEMS AND ACTIONS**

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire, the following are prohibited:

- Perforating sails
- Cleaning or washing hulls, centreboards and rudders with anything other than clean water.
- Adjusting or altering standing rigging, halyards and main sail batten tension.
- Removing purchases on the mainsheet.
- Marking of the hull or equipment other than by removable adhesive tape.
- The use of equipment or fittings for the purpose other than that intended.
- Any additions or alterations of equipment supplied.

### **A3 PERMITTED ITEMS AND ACTIONS**

- A3.1 All equipment provided with the boat for sailing purposes shall be carried while afloat.
- A3.2 It is permissible to take on board:
- yarn or thread
  - easily removable adhesive tape
  - line (elastic or otherwise of 3mm diameter or less) that may be used for making minor repairs and preventing further damage
- A3.3 All fittings or equipment, designated to be adjusted may be adjusted except for mast stay adjustment.

## **A4 MANDATORY ITEMS AND ACTIONS**

- A4.1 Prior to the first race each day the crews will be responsible for preparing their allocated boats for racing
- A4.2 At the end of each sailing day the crew will be responsible for:
- Unrigging the boats
  - Folding, bagging and placement of sail and equipment as directed
  - Leaving the boat in the same state of cleanliness as when first boarded that day
- A4.3 Competitors shall comply with any request from the Race Committee regarding the berthing or hauling of boats.

## **ADDENDUM B – 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 to the OA prior to leaving the dock area.

### **SAILS AND SAILING EQUIPMENT**

Mainsail and set of battens

Jib sail

Spinnaker

1 spinnaker pole

1 continuous spinnaker sheet

2 Jib sheets

Tiller extension

Jib cars

### **SAFETY GEAR**

Life jackets for each crew member

Bucket and lanyard

### **MOORING LINES AND FENDERS**

1 Fender