



SAILING INSTRUCTIONS

VICTORIA HARBOUR
DOCKLANDS, MELBOURNE
JANUARY 21 – 22, 2010



1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing 2009 - 2012* including Appendix Q-Umpired Fleet Racing Rules as amended (Refer Addendum C).
- 1.2 The Rules for Handling the boats - Addendum B shall apply.
- 1.3 All competitors shall wear at all times whilst afloat, an approved PFD of type 1 or 2. This amends RRS 40.
- 1.4 A National Jury has been appointed in accordance with RRS 70.5(b), to the YA prescription and decisions of the National Jury will be final.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board outside the regatta office which is located in the forecourt adjacent to the floating marinas at Docklands. Where possible notices to each team's nominated representative will be made by SMS.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted on the official notice board at least 15 minutes before the heat that it affects. Where possible notices to each team's nominated representative will be made by SMS.

4. ENTRIES AND ELIGIBILITY

- 4.1 Only skippers invited by the OA are eligible for the event.
- 4.2 To remain eligible the entire crew shall complete registration and deposit AUD \$500 for damage during the nominated registration periods. Teams must complete their registration at least 40 minutes prior to their allocated heat.
- 4.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 4.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or National Jury.
- 4.5 All registered crew shall sail all races unless the OA authorises a substitute.
- 4.6 The registered skipper shall helm the boat at all times, except in an emergency.

5. SIGNALS MADE ASHORE

Signals made ashore will be displayed from a flagpole near the marina.

6. SCHEDULE

- 6.1 Heats will be conducted on January 21st and 22nd.
- 6.2 Semi Finals will be conducted on Friday January 22nd.
- 6.3 The Grand Final will be conducted after the completion of the Semi Finals.
- 6.4 A briefing for all competitors scheduled to sail that day will be held 40 minutes prior to each team allocated heat. The briefing will be conducted adjacent to the SB3 staging area on the floating pontoon.
- 6.5 The format will multiple heats, two semi finals and one final.
- 6.6 The scheduled time of the warning signal for the first race each day is 1610 hrs on Thursday January 21st and 1710 hrs on January 22nd.
- 6.7 A spare day has been set aside to allow completion of the event if required. This is Jan 26th 2010. In the event of the spare day being used all competitors will be notified and a revised schedule of races shall be adopted.

7. RACING AREA

Victoria Harbour, Docklands. Addendum A shows the approximate location. The spare venue is the waters adjacent to Royal Geelong Yacht Club

8. COURSES

- 8.1 The course to be sailed will be provided to competitors at the briefing immediately prior to the heat in which they are scheduled to sail in.
- 8.2 There will be no change of course after this advice other than as per para 8.3.
- 8.3 Courses may be shortened at any rounding mark by the display of IC Flag "S" with two sounds. Boats shall round that mark and proceed directly to the finishing line. This changes RRS 32.2

9. MARKS

- 9.1 Rounding marks will be inflatable marks as described in the daily briefing.
- 9.2 The start/finish line marks will be inflatable black and white chequered marks.

10. PROHIBITED WATER

- 10.1 Boats shall not cross the imaginary line between adjacent yellow warning markers and Central Pier or in an area identified in Addendum D which will be posted on the Official Notice Board at least 15 minutes prior to any race affected.
- 10.2 These areas rank as obstructions.
- 10.3 A breach of this sailing instruction is not open to protest by boats but may be subject to action by the umpires in accordance with Appendix Q3.1 and/or Q4.2. Amends Q2.1 & Q4.3

11. START

- 11.1 Races will be started using the following sequence , this changes rule 26:

Minutes To The Start	Signal
3 Minutes – Warning Signal	Numeral 3 displayed
2 Minutes – Preparatory Signal	Numeral 2 displayed (Numeral 3 removed)
1 Minute	Numeral 1 displayed (Numeral 2 removed)
Start	Numeral 1 removed

Times shall be taken from the visual signals, a sound signal may accompany the visual signals.

- 11.2 The start shall be between the two black and white chequered start/finish marks. Note: one of these marks may be attached to the floating pontoon.

12. INDIVIDUAL RECALLS

- 12.1 In accordance with RRS 29.1 amended in that, boats identified as OCS will be hailed by the Race Officer or an umpire.
- 12.2 A boat so identified may either return to start in compliance with RRS 29.1 or perform a two turns penalty in accordance with RRS 44.
- 12.3 A boat that deliberately starts early may be subject to further action by the umpires in accordance with rule Q4.2, which may be disqualification.

13. FINISH

The finishing line will be between the two start /finish line marks.

14. JIB, SPINNAKER, BOWSPRIT RESTRICTIONS

- 14.1 Boats shall have the head of the spinnaker below the main boom gooseneck before passing head to wind.
- 14.2 After the start, the bowsprit shall not be extended until the boat is on a downwind course and shall be retracted at the first reasonable opportunity when not in use.
- 14.3 Jibs shall not be lowered during the race.
- 14.4 A breach of this sailing instruction is not open to protest by boats but may be subject to action by the umpires in accordance with Appendix Q3.1 and/or Q4.2. Amends Q2.1 and Q4.3

15. TIME LIMIT

- 15.1 The time limit shall be 20 minutes for heats and 30 minutes for the Final.
- 15.2 Boats finishing outside the time limit or more than 5 minutes after the leader, whichever is the later, shall be scored DNF. This amends RRS 35 and A5.

16. BREAKDOWN AND TIME FOR REPAIRS

- 16.1 Before the warning signal a boat may display a green flag to signal to the on water umpire, damage or injury to her crew and request a delay to the next start. If granted she shall return to the dock as soon as possible unless otherwise directed. The time allowed for repairs shall be at the discretion of the RC.
- 16.2 After the warning signal, a race will not be postponed or abandoned due to breakdown.
- 16.3 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the warning signal shall not be grounds for redress. This changes RRS 62.

17. SCORING

- 17.1 The first boat to finish in each heat shall be the winner and shall progress to a semi final.
- 17.2 The first boat to finish the final shall be the winner.

18. PRIZES

- 18.1 Prizes shall be awarded to all teams that make the Final.
- 18.2 An announcement of winners will be held immediately after the final
- 18.3 The winner of the final shall be awarded an AUDI A4 2.0 Tdi Motor Vehicle as supplied by Audi Australia.
- 18.4 The club that the winning team represents shall be awarded the International SB3 class yacht in which they won the regatta for a period until March 1, 2012. This prize is subject to a Deed of Gift. This prize is supplied by Oceanburo.

ADDENDUM A- THE RACE AREA



ADDENDUM B - RULES FOR HANDLING THE BOATS

1 GENERAL

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

2 PROHIBITED ITEMS and ACTIONS

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

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended.
- 2.3 Replacement of any equipment without the approval of the Race Committee.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the Race Committee, or on race days, while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting or altering the tension of standing rigging
- 2.12 Marking or writing directly on the deck or hull with permanent pens.
- 2.13 Attaching masking tape to the hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.14 Omitting any headsail car or turning block
- 2.15 Use of any electrical equipment other than compasses and watches.
- 2.16 Using the windward jib sheet as a barber hauler.
- 2.17 No member of the crew may sit facing outward and no device or method or sheet may be used to implement or assist hiking or sitting out board other than the aft mounted foot straps.
- 2.18 Whilst racing no member of the crew may sit with the base of their spine on or over the side rails or outside the forward extension of the line of the side rails.

A breach of Addendum D2.17 and 2.18 is not open to protest by boats but may be subject to action by the umpires in accordance with Appendix Q3.1 and/or Q4.2. This amends Q2.1 & Q4.3

3 MANDATORY ITEMS and ACTIONS

- 3.1 The completion of a written damage report before leaving a boat and submitting it to the Race Committee, even if no damage or loss is recorded. The report shall include any damage or loss of equipment, however minimal or slight, and shall include advice of matters which could potentially result in damage, danger or disadvantage to the boat during further races.
- 3.2 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.
- 3.3 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the Race Committee and worded to permit a yes/no answer.
- 3.4 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

3.5 Infringement of items 3.2 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

4 EQUIPMENT LIST

SAILS and MAIN SAILING EQUIPMENT

Mainsail and set of battens

Mainsheet

Headsail with battens

Headsail sheet

Spinnaker

Spinnaker sheet

Spinnaker Turtle

Tiller extension

Two Jib cars

One Y flag

One Red Protest flag

One Green damage flag

Keel cover plate and lock down strap

Fixed sheet Blocks and fittings

ADDENDUM C

APPENDIX Q - UMPIRED FLEET RACING RULES

- including amendments for King of Docklands Regatta 2010

Races will be sailed under The Racing Rules of Sailing as changed by this appendix only if the notice of race and sailing instructions so state. The aim of this appendix is to have all boat-vs.-boat **protests** decided at the time of the incident. Competitors need to accept that an umpire may not be in a position to judge every incident. Adequate resources and skills are required to manage the regatta effectively. This appendix is only recommended for small or moderate-size fleets of one-design boats or boats of similar size and speed. There should be at least one umpire boat for every six boats racing.

Q1 CHANGES TO THE RACING RULES

Q1.1 Changes to the Definitions and the Rules of Part 2

- (a) The definition *Finish* is changed to
 - A boat *finishes* when any part of her hull, or crew or equipment in normal position, crosses the finishing line in the direction of the course from the last *mark*, either for the first time or after completing any penalties or, under rule 28.1, after correcting an error made at the finishing line.
- (b) When rule 20.1 applies, the following arm signals are required in addition to the hails:
 - (1) for 'Room to tack', repeatedly and clearly pointing to windward; and
 - (2) for 'You tack', repeatedly and clearly pointing at the other boat and waving the arm to windward.

Q1.2 Changes to Rules Involving Protests and Exoneration

- (a) In rule 60.3(a)(1) 'serious' is deleted.
- (b) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (c) A boat that, while *racing*, may have broken a rule of Part 2 (except rule 14 when she has caused damage or injury) may take a One-Turn Penalty under rule 44.

Q2 PROTESTS BY BOATS

Q2.1 A boat may protest another boat

- (a) under a rule of Part 2, except rule 14, or under rule 31 or 42 by hailing 'Protest' and conspicuously displaying a Y flag immediately after an incident in which she was involved. She shall remove the flag as soon as possible after the protested boat has taken her penalty or after an umpire's decision.
- (b) under any rule not listed in rule Q2.1 (a) by hailing 'Protest' and conspicuously displaying a red flag at the first reasonable opportunity after the incident. She shall keep the flag displayed until she has informed the umpires after *finishing* or retiring.

Q2.2 When a boat protests under a rule of Part 2 or under rule 31 or 42, she is not entitled to a hearing, except under rule 14 when there is damage or injury.

Q2.3 (a) A boat may promptly acknowledge breaking a *rule* by taking the penalty provided in rule Q1.2(c).

- (b) If no boat takes a penalty, an umpire shall signal a decision as provided in rule Q3.

Q3 SIGNALS BY UMPIRES

Q3.1 An umpire shall signal a decision as follows:

- (a) A green flag or a green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'The identified boat is penalized.'
- (c) A black flag with one long sound means 'The identified boat is disqualified.'

Q3.2 A boat penalized under rule Q3.1(b) shall promptly take a One Turn Penalty under rule 44. A boat disqualified under rule Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES INITIATED BY UMPIRES

Q4.1 Rule Changes

Rule 64.1(c) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting rule of this appendix.

Q4.2 When a boat

- (a) breaks rule 31, 42 or SI and does not take a penalty,
- (b) gains an advantage despite taking a penalty,
- (c) breaks rule 2,
- (d) fails to comply with rule 44.2 when required by an umpire,

an umpire may penalize her without a *protest* by another boat. The umpire may impose a penalty of one or more turns, each including one tack and one gybe, signalled by displaying a red flag and hailing the boat accordingly, or penalize her under rule Q3.1(c) or report the incident to the protest committee for further action.

Q4.3 If the umpires decide that a boat may have broken a *rule* other than those listed in rules Q2.1(a) and Q4.2, they shall so inform the protest committee for its action under rule 60.3.

Q5 REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 A boat intending to request redress because of circumstances that arise before she *finishes* or retires shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but not later than two minutes after *finishing* or retiring. She shall keep the flag displayed until she has informed the umpires after *finishing* or retiring.

Q5.2 There shall be no request for redress or an appeal from a decision made under the rules of this appendix. In rule 66 the third sentence is changed to 'A *party* to the hearing may not ask for a reopening.'

Q5.3 A competitor may not base a request for redress on a claim that an action by an official boat was improper. The protest committee may decide to consider giving redress in such circumstances but only if it believes that an official boat, including an umpire boat, may have seriously interfered with a competing boat.

Q5.4 No proceedings of any kind may be taken in relation to any action or non-action by the umpires, except as permitted in rule Q5.3.

Q5.5 (a) *Protests* and requests for redress need not be in writing.

- (b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.

- (c) If the protest committee decides that a breach of a *rule* has had no significant effect on the outcome of the race, it may impose a penalty or make any other arrangement it decides is fair for all boats affected, which may be to impose no penalty.

Q5.6 Neither the race committee nor the protest committee shall protest a boat for breaking a rule listed in rule Q2.1(a), except rule 14 when there is damage or injury.