

# WASC/ASCA 2014

## Sailing Instructions

### 7-10 October 2014

#### Abbreviations:

PC	- Protest Committee	RC	- Race Committee
OA	- Organising Authority	NA	- National Authority
RRS	- Racing Rules of Sailing 2013-2016	SI	- Sailing Instructions
NoR	- Notice of Race	YA	- Yachting Australia
CYCA	- Cruising Yacht Club of Australia	YSA	- Youth Sailing
Academy			
RO	- Race Officer	CV	- Committee Vessel

## 1 RULES

- 1.1 The event will be governed by
- (a) The 'rules' as defined in the RRS of the International Sailing Federation.
  - (b) These SI's, and any amendments.
  - (c) The Notice of Race
  - (d) The prescriptions and special regulations of YA.
  - (e) The rules for the Handling of Boats (SI appendix A), which also apply to any practice sailing. Class rules will not apply.

When there is conflict the Sailing Instructions shall prevail over the NoR.

The Organising Authority is the Qantas Sailing Club in conjunction with the Cruising Yacht Club of Australia and the Royal Australian Navy Sailing Association.

## 1.3 Changes to Racing Rules

- (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. (Amends RRS Definitions)
- (b) Add to the definition of Proper Course: 'A boat taking a penalty or maneuvering to take a penalty is not sailing a *proper course*'.
- (c) The first sentence of RRS 44.1 is replaced with: 'A boat may take a voluntary One-Turn Penalty when she has broken a rule of Part 2 (except rule 14 when she has caused damage or injury) or RRS 31 while *racing*.'
- (d) RRS 64.1 is amended in that the penalty for breaking RRS 14 when damage results will be at the discretion of the PC and may include exclusion from further races in the regatta,

## **2 ENTRIES & ELIGIBILITY**

- 2.1 Only teams invited by the OA will be eligible to enter the event.
- 2.2 To remain eligible the entire crew shall complete the Entry Form, registration and pay the damage deposit of AUD\$1100 prior to 0830 hrs on Tuesday 7 October unless extended by the OA.
- 2.3 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.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the PC.

## **3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located at RANSA.
- 3.2 Signals made ashore will be displayed from the RANSA Flagstaff.
- 3.3 Skippers shall attend the briefing which will be at 0800 hours on Tuesday 7 October 2014 on the CYCA Rani deck, unless excused by the OA.

## **4 AMENDMENTS TO SAILING INSTRUCTIONS**

- 4.1 Amendments to the SI made ashore will be posted at least 60 minutes before the start of the first race of each day and accompanied by Code Flag L flown from the flagstaff at RANSA.
- 4.2 Amendments made afloat will be signalled by the display of Code Flag L with three sound signals. The RC may communicate these either verbally or in writing.

## **5 BOATS AND SAILS**

- 5.1
  - (a) The event will be sailed in Elliott 7 type boats.
  - (b) The sails to be used will be allocated by the CYCA.
- 5.2 The sail combination to be used will be signalled from the CV with or before the warning signal. The signals shall have the following meaning:

<u>Signal</u>	<u>Sail combination to be used</u>
No signal	Full sails (Main, Jib & Spinnaker)
International Code Flag 'J'	Main and Jib only
- 5.3 A competitor shall not alter, reposition or add to the standard equipment as supplied by the CYCA in accordance with SI Appendix B.
- 5.4 Other restrictions or instructions are listed in SIs Appendices A and B, and may also be given to the boats verbally by the RO.

## **6 IDENTIFICATION & ASSIGNMENT OF BOATS**

- 6.1 Boats will be identified by the bow number.
- 6.2 Boats will be rotated at the start of each day according to the draw completed at the Team Captains' Meeting 1800hrs Monday 6 October, at the Mercure Hotel.

## **7 CREW**

- 7.1 The total number of crew, including the skipper, shall be four or five.
- 7.2 Each team shall have a minimum of two helmsmen who shall equally share the number of races as helmsmen. Helmsmen shall satisfy the eligibility criteria outlined in the WASC/ASCA Constitution.
- 7.3 The maximum combined crew weight on each boat shall be 350kg.

## **8 SCHEDULE OF RACES**

- 8.1 The warning signal for the first race on Tuesday 7 October will not be made before 1015hrs; and on Wednesday and Friday not before 1000hrs. Thursday 9 October is scheduled as a lay day, that may be used for sailing if racing is cancelled on either Tuesday or Wednesday.
- 8.2 The warning signal for subsequent races will be made as soon as possible after the finish of the preceding race.
- 8.3 It is planned to conduct three races with a minimal set-up time between races, followed by a longer break before the next three races. This break will allow for crew rotation and lunch. Crew rotation instructions will be provided at the brief.

## **9 RACING AREA**

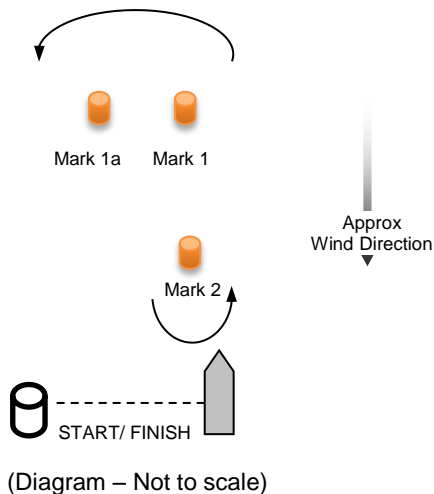
The intended racing area will be in the vicinity of Rushcutters Bay, Sydney Harbour.

## **10 COURSE**

- 10.1 The courses shall be a windward/leeward configuration. The course length will be adjusted to provide an elapsed time of approximately 35 minutes.
- 10.2 A board displaying the course number will be displayed by the CV.
- 10.3 Mark 1 will be laid to windward of the start line. Mark 1a will be laid to port of Mark 1.
- 10.4 Mark 2 will be laid approximately 20 metres to windward of the starting line. (NB this may be laid after the start).

10.5 The course descriptions are:

<b>COURSE SIGNAL</b>	<b>COURSE CONFIGURATION</b> All Marks rounded to PORT
<b>1</b>	Start – 1 – 1a – Finish (Downwind)
<b>2</b>	Start – 1 – 1a – 2 – 1 – 1a – Finish (Downwind)
<b>3</b>	Start – 1 – 1a – 2 – 1 – 1a – 2 – 1 – 1a – Finish (Downwind)



## 11 MARKS

- 11.1 Marks 1, 1a, and 2 will be orange cylindrical inflatable marks
- 11.2 The start/finish mark will be a white inflatable mark.
- 11.3 The change of course mark(s) as per SI 14.1 will be a yellow inflatable mark.

## 12 THE START

- 12.1 The starting/finishing line will be a straight line between the course side of the start finish mark and an orange flag on the flag mast on the CV.
- 12.2 An inner distance mark may be laid near the CV. Boats shall not pass between the CV and the mark after the preparatory signal.
- 12.3 Start signals will be made in accordance with RRS 26.
- 12.4 The Class Flag will be International Code Flag "W".
- 12.5 A boat shall not start later than 5 minutes after the start signal.

### **13 RECALLS**

- 13.1 Individual and General recalls will be signaled in accordance with RRS 29.

### **14 CHANGING AND SHORTENING COURSE**

- 14.1 When changing the position of the next mark, the RC will lay a change mark(s). Any subsequent marks may be relocated to maintain the original course configuration. Further changes of that mark will revert to the original mark(s).
- 14.2 Displaying International Code Flag "C" means that Mark 1 has been moved. Sail to the change of course mark. (Amends RRS 33)
- 14.3 When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of the Gate Mark(s). The signal shall be followed by a series of repetitive sound signals.
- 14.4 After a change of course Mark 1a will no longer be a mark of the course.
- 14.5 There is no change to RRS 32.2 paragraph (a). RRS paragraphs (b) and (c) are replaced by: (b) If the shortened course signal is made in the vicinity of the leeward mark, proceed directly to the finish line. The leeward mark is no longer part of the course.

### **15 THE FINISH**

- 15.1 The starting/finishing line will be a straight line between the start / finish mark and a blue flag on the flag mast on the CV.

### **16 BREAKDOWN AND TIME FOR REPAIRS**

- 16.1 Before the warning signal of a race or within two minutes of finishing, 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 CV and remain there, unless otherwise directed.
- 16.2 The time allowed for repairs shall be at the discretion of the RC.
- 16.3 After the warning signal of a race, a race will not be postponed or abandoned due to breakdown.
- 16.4 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. (Amends RRS 62)

## **17 TIME LIMIT**

- 17.1 The time limit for all races will be 45 minutes, or within fifteen minutes of the first boat to finish, whichever is earliest.
- 17.2 Boats not finishing within the time limit shall be scored DNF (amends RRS 35)

## **18 SCORING**

- 18.1 The WASC/ASCA regatta will consist of a maximum of eighteen (18) races. The minimum races to constitute a series will be one (1).
- 18.2 The Low Point Scoring System of Appendix A of the RRS will apply except there will be one drop allowed after 6 races, two drops allowed after 12 races, and 3 drops allowed after 18 races.

## **19 MEDIA RIGHTS AND RESTRICTIONS**

- 19.1 The conditions of entry include that competitors acknowledge that the OA owns all media rights to the event and may exercise those rights as it sees fit and that the OA has the unconditional perpetual right to publish and broadcast, for any purpose and in any media, photographs and video and audio recordings taken of boats and competitors during the event.

## **20 PRIZES**

- 20.1 The WASC and ASCA Perpetual Trophies will be presented to first place entered in each event after the conclusion of the event.
- 20.2 Prizes will also be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall.

## **21 DISCLAIMER**

- 21.1 All those participating in the event do so at their own risk and responsibility. Competitors must acknowledge this prior to competing, and release the OA and its sponsors and their respective officers, employees, volunteers and members from all liability by signing a form provided by the OA.

Specific attention is drawn to RRS Fundamental Rule 4, which states:

***“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”***

## **SI APPENDIX A - HANDLING THE BOATS**

### **1. GENERAL**

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

### **2. PROHIBITED ITEMS AND ACTIONS**

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

- 2.1. Any additions, omissions or alterations to the equipment supplied.
- 2.2. The use of any equipment for purpose other than that intended or specifically permitted.
- 2.3. The replacement of any equipment without the sanction of the RC.
- 2.4. Sailing the boat in a manner that 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 RC, 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. Using any other lines excluding sheets to assist with leverage.
- 2.11. Perforating sails, even to attach tell tales.
- 2.12. Radio transmission (including mobile phones) while racing.
- 2.13. Adjusting or altering the tension of standing rigging.
- 2.14. Using a winch to adjust the mainsheet, vang or cross sheeting.
- 2.15. Omitting any headsail car or turning block before sheeting.
- 2.16. The use of electronic equipment other than watches.
- 2.17. Using the spinnaker pole to wing out the foresail.
- 2.18. Marking directly on the hull or deck with permanent ink.
- 2.19. Any adjustments to the spinnaker bags or their attachments.
- 2.20. The use of the shrouds above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.21. Extending the bow sprit on any leg of the course unless in use with asymmetric spinnaker.

### **3. PERMITTED ITEMS AND ACTIONS**

The following are permitted:

- 3.1. 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) Telltale material
  - f) Watch and timers
  - g) Shackles and clevis pins
  - h) Velcro tape
  - i) Spare flags

- 3.2 Using the items in 3.1 to:
- Prevent the fouling of lines, sails and sheets
  - Prevent sails being damaged or falling overboard.
  - Mark control settings
  - Make minor repairs & permitted adjustments
  - Attach tell tales
  - Make signals as per RRS C6

#### **4. MANDATORY ITEMS AND ACTIONS**

The following are mandatory:

- 4.1. The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. The report shall include any evidence of matters that could cause damage or disadvantage to the boat in future matches. Failure to submit a damage report on any day will result in a \$50 deduction from the crew's damage deposit.
- 4.2. At the end of each sailing day:
  - Folding, bagging and placement of the sails as directed
  - Leaving the boat in the same state of cleanliness as when first boarded that day
- 4.3. At the end of each day for a particular boat the crew shall clean the boat (cabin and decks), **remove all trash, remove all tape and marks and use bucket and sponge to remove any water from bilge.**
- 4.4. Any requests to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6. A breach of SI Appendix A 4.2 and 4.3 will be considered damage and the cost of rectification will be deducted from the damage deposit.

#### **SI APPENDIX B – EQUIPMENT LIST**

The following non-fixed items, provided by the CYCA, 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
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- One headsail sheet
- Tiller extension

##### **Safety Gear, Tools and Other Equipment**

- One set of flags
- One bucket & lanyard with sponge
- Tow rope
- Two paddles, anchor, torch, knife
- Four/five life jackets



## **Addendum:**

# **WASC/ASCA 2014 Sailing Instructions – Amendment 1 7-10 October 2014**

Please add the following paragraphs to the Sailing Instructions:

## **22. PROTESTS AND REQUESTS FOR REDRESS**

- 22.1** Protest forms are available at the race office located at RANSA. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 22.2** The protest time limit is 60 minutes after the last boat has finished the last race of the day or the race RC signals no more racing today, whichever is later.
- 22.3** Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at RANSA beginning at 1900hrs.
- 22.4** Notices of protests by the RC or PC will be posted to inform boats under rule 61.1(b).
- 22.5** On the last scheduled day of racing a request for reopening a hearing shall be delivered
- 22.5.1** Within the protest time limit if the requesting party was informed of the decision on the previous day;
- 22.5.2** No later than 30 minutes after the requesting party was informed of the decision on that day.

This changes Rule 66.