



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

KELLETT SHIELD

Saturday 20 May 2017

SAILING INSTRUCTIONS

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	AS	- Australian Sailing
CYCA	- Cruising Yacht Club of Australia	YSA	- Youth Sailing Academy
OWU	- On Water Umpire	RO	- Race Officer

1 RULES

- 1.1 The event will be governed by
- The 'rules' as defined in the RRS of World Sailing.
 - These SI's, and any amendments.
 - The prescriptions and special regulations of AS.
 - 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 SI shall prevail over the NoR
- 1.2 The OA is the CYCA.
- 1.3 **Changes to Racing Rules**
- Add to the definition of Proper Course: 'A boat taking a penalty or manoeuvring to take a penalty is not sailing a *proper course*'.
 - 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*.'
 - 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,
 - RRS 62 is amended in that a boat shall not be entitled to seek redress against an OWU decision.
 - RRS 60-65 are amended, where appropriate with respect to SI16.

2 NOTICES TO COMPETITORS

- 2.1 Only teams invited by the OA will be eligible to enter the event.
- 2.2 The RC may broadcast race information on VHF 72 before and during each race. Failure of such communication to be given or received, or the order in which OCS calls are broadcast, shall not be grounds for redress, except when a request for redress under this instruction is initiated by the RC or International Jury. This changes RRS 62.1.

3 SIGNALS MADE ASHORE

- 3.1 Notices to competitors shall be posted on the official regatta notice board located near the YSA office.
- 3.2 Signals made ashore shall be displayed on a Flagpole outside the Marina Office.
- 3.3 Code flag "AP" with two sound signals (one when lowered) when displayed ashore means "Races not started are postponed". The Warning Signal shall not be made less than 30 minutes after the "AP" is lowered ashore. This Alters RRS Race Signals.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected
- 4.2 Changes to the SI made afloat shall be indicated by the display of Code Flag 3rd Substitute accompanied by two sound signals. The change may be communicated either orally or in writing.



5 BOATS SUPPLIED BY THE ORGANISING AUTHORITY

- 5.1 Up to ten Elliott 7 boats will be supplied complete with equipment to race, including a sail inventory of 1 each of a mainsail, jib and symmetrical spinnaker.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention 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)
No signal	Full sails (Main, Jib and Spinnaker)
International Code Flag 'J'	Main and Jib only
- 5.3 Every reasonable effort will be made to equalise the boats. Variations will not be grounds for redress. Amends RRS 62.
- 5.4 Supplied equipment shall not be transferred from one boat to another.

6. DAMAGE AND REPAIRS TO BOATS

- 6.1 A Team shall be responsible to ensure all shackles, and securing devices are secure and all equipment is protected from accidental loss and no claim for Redress shall be made. Amends RRS 62
- 6.2 A Team which causes damage to its own boat or to another competitor, in which damage prevents a boat from continuing to race shall incur the following penalties:-
Disqualification for the race in which the damage occurred and if there are no spare boats available, no redress for each subsequent race that day in which the boat is unable to race.
- 6.3 A Team which has its boat damaged by another competitor to the extent that the boat cannot continue to race shall be entitled to redress provided the Team has successfully protested the other boat. Allocation of a spare boat shall be decided in favour of the team that has been granted redress.
- 6.4 The RC shall be under no obligation to replace a damaged boat.

7 SCHEDULE OF RACING

- 7.1 A maximum of six (6) Windward/Leeward races shall be sailed.

Race	Warning Signal
Briefing & Boat Draw	0930 hrs
Up to 6 W/L races	1030 hrs
Presentation & BBQ	ASAP after racing

The last time for a warning signal on a race day shall be 1530 hrs.

- 7.2 The crew shall comprise of four or five persons. The crew will rotate in each position with each crew member helming at least one race and no crew member helming their second race before each crew member has helmed a race.

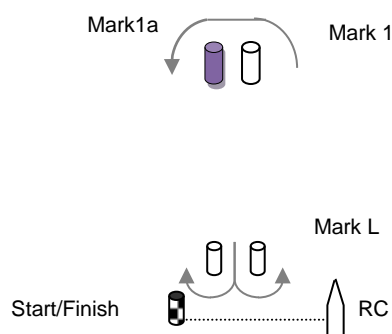
8 RACING AREA

The Racing Area shall be on Sydney Harbour in the vicinity of Rushcutters Bay.

9 COURSES

- 9.1 Courses shall be windward/leeward with a gate.

Windward / Leeward Course





- 9.2 Mark 1 shall be laid to windward of the starting line and rounded to port. Mark 1a is an offset mark and will be positioned to port of Mark 1 and also rounded to port.
- 9.3 Mark L is a gate and shall be laid approximately 50 meters to windward of the starting line. The Gate may be laid after the starting signal
- 9.4 In the event that a Gate Mark is not in place, boats shall round the existing leeward mark to port.
- 9.5 Course signals will be displayed from the RC boat, at or before the warning signal.

COURSE SIGNAL	COURSE CONFIGURATION
No Signal	Start – Mark 1 – Mark 1A – Mark L – Mark 1 – Mark 1A - Finish
Code Flag ‘S’	Start – Mark 1 – Mark 1A - Finish

10 MARKS

- 10.1 Mark 1 & L shall be white cylindrical inflatable marks.
- 10.2 Mark 1A shall be a purple inflatable mark with a white band .
- 10.3 The start / finish mark shall be a cylindrical inflatable black and white mark.
- 10.4 The change mark(s) as per SI 14, shall be an orange inflatable mark with a black band.

11 START/FINISH LINE

- 11.1 Start / Finish Line will be a straight line between the course side of the start / finish mark the flag mast displaying a white flag with ‘CYCA’ in black
- 11.2 An inner distance mark (IDM) may be laid near the CV. No boat shall pass between the IDM and the CV after the Preparatory Signal. The IDM shall be passed on the same hand as the CV when starting.
- 11.3 Start signals will be made in accordance with RRS 26
- 11.4 A boat shall not start later than 5 minutes after the start signal.

12 STARTING PROCEDURE

- 12.1 The start procedure will be as follows;

Signal	Code Flag	Time Sequence
Warning	“E” Flag Raised	5 minutes
Preparatory	“P”, “I”, “Z” or Black flag Raised	4 minutes
	“P”, “I”, “Z” or Black flag Lowered	1 minute
Start	“E” Flag Lowered	0 minutes

A boat shall not start later than 5 minutes after its start signal.

13 RECALLS

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

14 CHANGING THE 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 Mark 2. 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 Courses may be shortened in accordance with RRS 32.2.

15 FINISH LINE

Shall be between the Start/Finish mark and the flag mast displaying a white flag with ‘CYCA’ in black on the Race Committee Signal Boat. The start / finish mark may be relocated closer to the Race Committee Signal Boat.



16 ON WATER UMPIRING

- 16.1 On water umpiring shall operate during the series.
- 16.2 A boat intending to protest shall hail the protested boat and display Code Flag “Y” until acknowledged by the umpire.
- 16.3 The On Water Umpire (OWU) in respect of an incident in which Code Flag “Y” has been displayed shall either;
- (a) If the incident was observed, adjudicate the incident by either;
 - (i) Displaying a Green flag to indicate NO infringement.
 - (ii) Displaying a Red flag and indicate the penalised boat by hand signal, meaning a 720° turn penalty is imposed.
- 16.4 A boat involved in an incident may;
- (a) Prior to adjudication by the OWU, carry out a 360° turn penalty as per SI 1.3(c).
 - (b) After an OWU Red flag penalty, accept a 720° turn penalty and carry it out as per RRS 44.2.
- 16.5 A boat that fails to carry out an OWU penalty shall be subject to a protest hearing.
- 16.6 A boat may only lodge a protest for hearing (by displaying a Red Flag) against another boat when;
- (a) A boat fails to accept a penalty turn.
 - (b) The OWU has made no signal
 - (c) 16.7 A boat lodging a protest as per SI 16.6 shall lodge the protest verbally with the CV as soon as possible after finishing in the race in which the incident occurred.
- 16.8 Protest hearings may be heard on the CV as soon as possible after the race in question has been completed. Only the OWU and one representative from each yacht shall be allowed to give evidence. The Protest Committee may consist of one member only.
- 16.9 The penalty for an infringement of a rule after a protest hearing shall be at the discretion of the protest committee. This amends RRS 64.1

17 TIME LIMIT

- 17.1 The absolute time limit for all races will be 60 minutes. Any boat finishing after this time limit will be scored DNF. Boats finishing more than 15 minutes after the first boat shall be scored as DNF.
- 17.2 If one boat finishes with in the time limit, all boats that have not finished by the time limit will be scored DNF. (Amends RRS 35)

18 SCORING

- 18.1 The low point scoring system, RRS Appendix A9, shall apply.
- 18.2 Six (6) races are scheduled of which three (3) must be completed to constitute a series.
- 18.3 The winner shall be the boat with the lowest total score in all races completed.

19 MEDIA RIGHTS AND RESTRICTIONS

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

The overall winner shall be awarded the ‘Kellett Shield’.

21 DISCLAIMER

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

1. PROHIBITED ITEMS AND ACTIONS

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

- 1.1. Any additions, omissions or alterations to the equipment supplied.
- 1.2. The use of any equipment for purpose other than that intended or specifically permitted.
- 1.3. The replacement of any equipment without the sanction of the RC.
- 1.4. Sailing the boat in a manner that is reasonable to predict that significant further damage would result.
- 1.5. Moving equipment from its normal stowage position except when being used.
- 1.6. Boarding a boat without prior permission.
- 1.7. 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.
- 1.8. Hauling out a boat or cleaning surfaces below the waterline.
- 1.9. Attaching lines to the fabric of spinnakers.
- 1.10. Using any other lines excluding sheets to assist with leverage.
- 1.11. Perforating sails, even to attach tell tales.
- 1.12. Radio transmission (including mobile phones) except to report damage or in response to a request from RC.
- 1.13. Adjusting or altering the tension of standing rigging.
- 1.14. Using a winch to adjust the mainsheet, vang or cross sheeting.
- 1.15. Omitting any headsail car or turning block before sheeting into a cleat.
- 1.16. The use of electronic equipment other than watches and GoPros.
- 1.17. Using the spinnaker pole to wing out the foresail.
- 1.18. Marking directly on the hull or deck with permanent ink.
- 1.19. Any adjustments to the spinnaker bags or their attachments.
- 1.20. 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.
- 1.21. Extending the bow sprit on any leg of the course when racing with symmetric spinnakers.
- 1.22. A breach of SI Appendix A1.20 & A1.21 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

2. PERMITTED ITEMS AND ACTIONS

The following are permitted:

- 2.1. 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, timers and hand held compass
 - g) Shackles and clevis pins
 - h) Velcro tape
 - i) Spare flags
- 2.2. Using the items in 3.1 to:
 - a) Prevent the fouling of lines, sails and sheets
 - b) Prevent sails being damaged or falling overboard.
 - c) Mark control settings
 - d) Make minor repairs & permitted adjustments
 - e) Attach tell tales
 - f) Make signals as per RRS C6

3. MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 3.1. 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.



- 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. 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.**
- 3.4. Any requests to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 3.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

SI APPENDIX C – 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
- Symmetrical 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