

## Match Racing Regatta

29<sup>th</sup> April - 3<sup>rd</sup> May 2019

# SAILING INSTRUCTIONS

### ABBREVIATIONS

PC – Protest Committee	RC – Race Committee
OA – Organising Authority	NA – National Authority
RRS – Racing Rules of Sailing	SI – Sailing Instructions
DSC – Darwin Sailing Club	NoR – Notice of Race

### 1 RULES

- 1.1 The event will be governed by
  - a) the 'rules' as defined in the RRS, including Appendix C.
  - b) the rules for Handling of Boats (SI Addendum C), which also apply to any practice sailing. Class rules will not apply.
  - c) any prescriptions of the national authority that will apply will be posted on the official notice board.
- 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 after the first sentence of RRS 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.'
- 1.4 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.
- 1.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum D
- 1.6 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 C7.4(c) that the penalty is cancelled.

## **2 ENTRIES AND ELIGIBILITY**

- 2.1 Only skippers invited by the OA are eligible for the event. The skippers are listed in SI Addendum A.
- 2.2 To remain eligible:
  - (a) The entire crew shall complete registration, pay an initial damage deposit of AUS\$500 on, or before registration, or a credit card authorisation to the same amount, unless extended by the OA. This deposit is the maximum payable by the skipper as a result of any one incident.
  - (b) If a deduction from the damage deposit is decided by the OA, it may require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.
  - (c) In the event that the OA insurance refuses to pay for damage the skipper(s) shall be liable for all damage incurred
  - (d) Any remaining deposit after the event will be refunded within 10 business days of the conclusion of the event.
- 2.3 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.4 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.5 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment. The substitute crew member shall comply with SI 7.2 and 7.3.

## **3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located at the Regatta Office.
- 3.2 Signals made ashore will be displayed from the flag mast located on the DSC lawn area.
- 3.3 Skippers shall attend the first briefing at 1800 on Monday 29<sup>th</sup> April 2019 in the DSC Mainsail Area unless excused by the OA.
- 3.4 The first meeting with the umpires will be immediately following the first briefing on 29<sup>th</sup> April 2019.
- 3.5 A daily morning briefing will be held at 0830 on the days of racing.

## **4 AMENDMENTS TO THE SAILING INSTRUCTIONS**


- 4.1 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 PC representatives.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.

- 4.3 Amendments made afloat will be signalled 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

- 5.1 a) The event will be sailed in Elliott 7 boats provided by DSC.  
 b) The mainsail, jib and asymmetrical spinnaker to be used will be allocated by the OA and shall be brought ashore after racing each day. Jib and spinnaker sheets and winch handles shall be returned to the regatta office each day.  
 c) Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.

- 5.2 The sail combination to be used will be signalled from the RC vessel at least 5 minutes before the attention signal. No sound signal is required. The signals shall have the following meanings:

Signal	Flag	Sail Combination to be used
None		Genoa + full mainsail + asymmetric spinnaker
Flag J		Jib + mainsail + no spinnaker

- 5.3 Other restrictions or instructions from the RC may be relayed to the boats verbally by an Umpire. Flag 3rd substitute is not required.  
 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.  
 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

## 6 IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by numbers on the bow and stern.  
 6.2 Boats will be allocated for Stage 1 by the RC.  
 6.3 Boats will be paired by the RC for the knock-out series. This shall not be grounds for redress. This amends RRS 62.1.

## 7 CREW MEMBERS, NUMBER AND WEIGHT

- 7.1 The total number of crew, including skipper, shall be 4 or 5.  
 7.2 The total weight of the crew, including the skipper, dressed in at least shorts and shirt shall not exceed 350kg, determined at the time of registration or such time as required by the RC.  
 7.3 All registered crew shall sail all matches unless permission for change is given under SI 2.4 or 2.5.

## **8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and match pairing lists are detailed in SI Addendum **B**. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2 (a) In a knock-out series between two skippers, they shall alternate assigned ends for each match.
- (b) In each knock-out series, the higher placed skipper from Stage 1 in each match shall be given a choice of boat or first pre-start entry side when requested to do so by the RC.
- (c) When a knock-out series between two skippers has been decided, further matches between these two will not be sailed.
- (d) Teams will NOT exchange boats during a knock-out series.
- 8.3 The racing days are scheduled as Tuesday 30<sup>th</sup> April – Friday 3<sup>rd</sup> May 2019.
- 8.4 The latest time for an attention signal on the last day of racing will be 1530.
- 8.5 The number of matches to be sailed each day will be determined by the RC.
- 8.6 The RC may change the format, and terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 The intended time of the first Warning Signal each day will be 0955.
- 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. The warning signal for a blank start will be a pink flag and there will be no other signals for the blank start.
- 8.10 When, in a knock out series, a winner of a particular series has been determined, subsequent starts may be brought forward to eliminate blank starts. Competitors will be advised verbally by an umpire.

## **9 RACING AREA**

The racing area will be Fannie Bay, Darwin NT and as shown on AUS 25. A laminated chart will be supplied at registration.

**10 COURSE**

10.1 a) **Course Configuration (not to scale)**

Mark W            o

Mark L            o

Start/Finish Line            o-----o

b) **Course signals and courses to be sailed**

Course signals will be displayed from a blackboard at the stern of the RC vessel at or before the warning signal.

Marks W and L shall be rounded to Starboard.

Display	Course:
L 1	Start – W – Finish
L2	Start – W – LS or LP – W – Finish

c) **Descriptions of Marks**

The RC vessel will be identified by an orange flag.

The starting/finishing line mark will be a black and white inflatable mark.

Mark W will be an orange inflatable mark.

L will be an orange inflatable mark with a black band.

The replacement marks will be a red inflatable mark and a green inflatable mark.

10.2 **Starting/Finishing Line**

The starting/finishing line will be a straight line between the course side of the starting/finishing mark and the flag mast on the RC vessel displaying an orange flag.

### 10.3 Course Limits

- (a) The course will be within Fannie Bay. Competitors must remain on the Fannie Bay side of the sand bar. Whilst racing entry into the mooring area is not permitted.
- (b) While racing, no part of a boat's hull shall cross the imaginary straight line between any two adjacent buoys on the same side of the mooring area.
- (c) These lines or areas 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 these buoys or objects defining these areas.
- (e) 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. This changes RRS C6.2 and C8.2.

### 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) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.
- c) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters Race Signals.

## 11 BREAKDOWN AND TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing or within 5 minutes of changing into a new boat, 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 close to the leeward side of the RC vessel and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be at the sole 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 62.1.
- 11.5 Penalties may apply in the case of damage. These will be in accordance with SI Addendum D.

## 12 STARTING PROCEDURE

- 12.1 Starting signals will be made in accordance with rule C3.1 with the following change:
  - (a) The attention signal will be displayed **7 minutes** before the first starting signal in each flight. This changes rule C3.1

- (b) The flight number will be displayed on a black board with white numbers positioned at the stern of the RC vessel.

### **13 CHANGE OF POSITION OF THE WINDWARD MARK**

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 Change of Course Signals (Amends RRS 33 and Race Signals)

- a) Flag C and a coloured flag or shape means; the windward mark has been changed. Sail to the mark of the same colour as this flag or shape.
- b) When a change of course after starting only affects some matches, these shall be designated by the appropriate numeral pennant.

13.3 Signalling 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 will be followed by a series of repetitive sound signals.
- b) When a change of course is signalled after the first leg, it shall be displayed from a vessel in the vicinity of mark L.

### **14 TIME LIMIT**

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

### **15 COACH BOATS**

15.1 The OA will provide boats from which coaches may observe racing and communicate with their teams between matches. Individual coach boats will not be permitted.

15.2 No coach boats will be permitted on or near the course area during racing.

15.3 The OA will not provide berths for coach boats. Coach boats will be anchored in Fannie Bay

15.4 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team. Attention is drawn to RRS 60.3(d).

### **16 MEDIA, IMAGES AND SOUND**

16.1 If required by the OA, guests or media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.

16.2 The OA shall have the right to use any images and sound recorded during the event free of any charge.

## **17 PRIZES**

- 17.1 The awards for first to third will be Arafura Games medals.
- 17.2 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

## **18 CODE OF CONDUCT**

- 18.1 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.
- 18.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C.
- 18.3 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
  - Excessive attempts to verbally coerce, coach or influence umpire decisions;
  - Repetitive or on-going objection to an umpire decision (verbal or otherwise);
  - Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the reduction or withdrawal of any prizes or the withholding of deposits.
- 18.5 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.
- 18.6 Any cost associated to damage or loss ashore may be deducted from the team's damage deposit by decision of the OA.

## **19 DISCLAIMER**

All those taking part in this event do so at their own risk and responsibility. The OA, its associates and appointees disclaims any and every responsibility for loss, damage, injury or inconvenience that might occur to persons and things both ashore and at sea, as a consequence of participation in any way in this event.

Specific attention is drawn to RRS Part 1, Fundamental Rules, in particular rule 4, which states that, "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".



## Addendum A:

### Entrants:

<b>Skipper</b>	<b>Country/State</b>
James Hodgson	QLD
Megan Thomson	NZL
Joe Howe	SIN
Tom Vincent	NSW
Taramati Mariwade	IND
Finn Niemeier	NT
Graeme Sergeant	NT
Bryson Carew	NSW

## Addendum B

### Regatta Schedule

#### Monday 29<sup>th</sup> April 2019

0930 – 1600 hrs Registration & Crew Weigh-in

1000 - 1230 hrs Practice Session 1

1300 - 1530 hrs Practice Session 2

1800 hrs Teams Briefing & Media Conference

1830 hrs Welcome Function

#### Tuesday 30<sup>th</sup> April – Thursday 2<sup>nd</sup> May 2019

0830 hrs Briefing & Boat Allocation

0955 hrs First Warning

ASAP after racing Skipper Media Conference & Umpires Debrief

#### Friday 3<sup>rd</sup> May 2019

0955 hrs First Warning

1530 hrs (approx.) No race start after this time

ASAP after racing Skipper Media Conference & Umpires Debrief

1700 hrs Awards Ceremony

### Regatta Format

Stage 1	Round Robin	
Stage 2	5/6 and 7/8 sail off	(first to 3 points)
Stage 3	Semi Finals	(first to 2 points)
Stage 4	Petit Finals	(first to 2 points)
Stage 5	Finals	(first to 3 points)

*Stages 4 and 5 may be conducted concurrently.*

## Addendum C

### Flights & Matches – Round Robin

Flight 1

Match	Boats	Blue	Boats	Yellow
1	b1	Taramati Mariwade	b2	Tom Vincent
2	b3	James Hodgson	b4	Bryson Carew

Flight 2

Match	Boats	Blue	Boats	Yellow
1	b1	Taramati Mariwade	b3	James Hodgson
2	b4	Bryson Carew	b2	Tom Vincent

Flight 3

Match	Boats	Blue	Boats	Yellow
1	b2	Tom Vincent	b3	James Hodgson
2	b4	Bryson Carew	b1	Taramati Mariwade

Flight 4

Match	Boats	Blue	Boats	Yellow
1	b1	Finn Niemeier	b2	Joe Howe
2	b3	Megan Thomson	b4	Graeme Sergeant

Flight 5

Match	Boats	Blue	Boats	Yellow
1	b4	Graeme Sarge	b1	Finn Niemeier
2	b2	Joe Howe	b3	Megan Thomson

Flight 6

Match	Boats	Blue	Boats	Yellow
1	b4	Graeme Sarge	b2	Joe Howe
2	b1	Finn Niemeier	b3	Megan Thomson

Flight 7

Match	Boats	Blue	Boats	Yellow
1	b1	Finn Niemeier	b3	Tom Vincent
2	b4	Graeme Sarge	b2	Taramati Mariwade

Flight 8

Match	Boats	Blue	Boats	Yellow
1	b1	Finn Niemeier	b2	Taramati Mariwade
2	b4	Graeme Sarge	b3	Tom Vincent

Flight 9

Match	Boats	Blue	Boats	Yellow
1	b2	Taramati Mariwade	b4	Joe Howe
2	b1	Megan Thomson	b3	Bryson Carew

Flight 10

Match	Boats	Blue	Boats	Yellow
1	b4	Joe Howe	b3	Bryson Carew
2	b2	Taramati Mariwade	b1	Megan Thomson

Flight 11

Match	Boats	Blue	Boats	Yellow
1	b4	James Hodgson	b1	Graeme Sarge
2	b3	Bryson Carew	b2	Finn Niemeier

Flight 12

Match	Boats	Blue	Boats	Yellow
1	b3	Bryson Carew	b1	Graeme Sarge
2	b4	James Hodgson	b2	Finn Niemeier

Flight 13

Match	Boats	Blue	Boats	Yellow
1	b3	Joe Howe	b4	James Hodgson
2	b1	Tom Vincent	b2	Megan Thomson

Flight 14

Match	Boats	Blue	Boats	Yellow
1	b1	Tom Vincent	b3	Joe Howe
2	b2	Megan Thomson	b4	James Hodgson

## 5th - 8th Place

Flight 15

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 16

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 17

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 18

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 19

Match	Boats	Blue	Boats	Yellow
1				
2				

## Semi Finals

Flight 20

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 21

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 22

Match	Boats	Blue	Boats	Yellow
1				
2				

## Petit Finals & Finals

Flight 23

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 24

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 25

Match	Boats	Blue	Boats	Yellow
1				
2				

Flight 26

Match	Boats	Blue	Boats	Yellow
1				

Flight 27

Match	Boats	Blue	Boats	Yellow
1				

## Addendum D

### **Boat Handling**

No equipment is to be altered in any way or used for anything other than its intended purpose. Specifically:

- a) Do not cross winch headsail sheets
- b) Do not attach sheets to fabric of spinnakers or perforate sails for any reason.
- c) Do not mark the hull, deck, sails, halyards or sheets with any permanent mark. Removable tape may be used, but any residual adhesive must be removed as part of the boat cleaning process.
- d) Sheets or halyards are not to be used for mooring or towing. There are mooring/ tow lines provided.
- e) Sailors may not use the shrouds to project their bodies outside the boats. A breach of this rule shall be penalised in accordance with rule C8.2. This changes rule C8.2.
- f) No marks or ground tackle of any kind may be carried onboard at any time, other than the statutory anchor.
- g) Main booms are to be secured level. Do not allow wire halyard eye to go to top of mast.
- h) Sails and all non-permanent equipment must be stored in their allocated location in the green shed.
- i) The Use, Maintenance & Damage reports are to be completed and submitted at the conclusion of each session. All damages/ repairs are chargeable to the hirer.

## Addendum D

### Penalties for damage resulting from contact between boats racing

RRS C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reason to do so, it may apply a different penalty.

**Damage will be divided into 3 levels.**

Level	Extent	Effect
Level A – Minor Damage	Does not significantly affect the value, cosmetic appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B – Damage	Affects the value and/or cosmetic appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C – Serious Damage	The normal operation of the boat is compromised in that its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of labour.

**Point Penalties - to be applied without a hearing (as per RRS C8.6);**

Level	Round Robin	Knock Outs
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

## **Deductions from Damage Deposit**

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be assessed on the assessment of damage level made on the water. Subsequent assessments of damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.