



# Darwin Open Match Racing Regatta

9<sup>h</sup> – 11<sup>th</sup> June, 2018

## SAILING INSTRUCTIONS

### ABBREVIATIONS

PC – protest committee	RC – race committee
OA – organising committee	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 Appendix 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.
- 1.4 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.
- 1.6 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Appendix E
- 1.7 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 Appendix A.



- 2.2 To remain eligible:
- (a) The entire crew shall complete registration, pay an entry fee of AUD \$300 which shall be paid in full by 1800 hours on Friday 8<sup>th</sup> June 2018, plus  
An initial damage deposit of AUS\$ 500 shall be paid on, or before registration, 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
  - (c) 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 Friday 8<sup>th</sup> June 2018 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 8<sup>th</sup> June 2018.
- 3.5 A daily morning briefing may be held at 0830 on the days of racing.
- 3.6 Skippers will be issued with VHF radios. These radios shall be used only to make and receive communications from the RC and to report damage. Failure to receive information from the RC will not be grounds for redress. This changes RRS 62.1(a).


### **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, winch handles and VHF radio 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 + spinnaker
Flag J		Jib + mainsail + no spinnaker Jib

- 5.3 Other restrictions or instructions from the RC may be relayed to the boats by VHF radio or 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 may be done to satisfy sponsor commitments and 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 Team members shall not have reached their 23rd birthday on or before 1<sup>st</sup> July, 2017.
- 7.4 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 Appendix **A** and **B**. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 8.2 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 prestart 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.
- Teams will NOT exchange boats during a knock-out series.
- 8.3 The racing days are scheduled as Wed 5<sup>th</sup> – Sat. 8<sup>th</sup>. 2017.
- 8.4 The latest time for an attention signal on the last day of racing will be 1630.
- 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, 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.

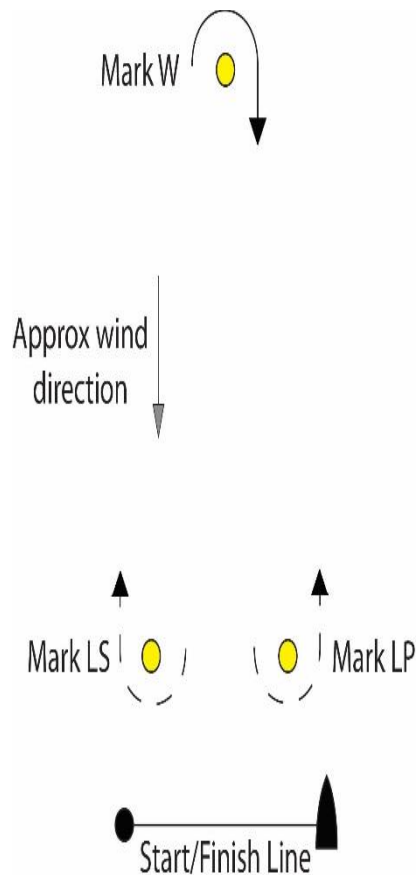
- 8.7 The intended time of the first Warning signal each day will be 0955.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, 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 shall be brought forward to eliminate blank starts. Competitors will be advised by VHF radio or verbally by an umpire.

**9 RACING AREA**

The racing area will be Fannie Bay, Darwin NT and as shown on AUS 25.

**10 COURSE**

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





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

Course signals will be displayed from the RC vessel at or before the warning signal.

Marks W and LS shall be rounded to Starboard. Mark LP shall be rounded to Port.

Signal Course

Numeral pennant 1 Start – W – Finish

Numeral pennant 2 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 mark.

Mark W will be an orange inflatable mark.

LS and LP will be orange inflatable marks.

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 **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.

## **12 STARTING PROCEDURE**

12.1 Starting signals will be made in accordance with rule C3.1 with the following change

The attention signal will be displayed **7 minutes** before the first starting signal in each flight. This changes rule C3.1

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 Coach boats shall conspicuously display identification of the team being coached.

15.2 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.

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

15.4 The OA will not provide berths for coach boats. Moorings are available in Fannie Bay

15.5 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 CODE OF CONDUCT**

- 17.1 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. See SI 17.5.
- 17.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix **C** and **D**.
- 17.4 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).
- 17.5 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.
- 17.6 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.
- 17.7 Any cost associated to damage or loss ashore may be deducted from the team's damage deposit by decision of the OA.

## **18 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".