

**Abbreviations:**

PC	- Protest Committee	RC	- Race Committee
OA	- Organising Authority	NA	- National Authority
RRS	- Racing Rules of Sailing	SI	- Sailing Instructions
NoR	- Notice of Race	AS	- Australia Sailing
CYCA	- Cruising Yacht Club of Australia	YSA	- Youth Sailing Academy
WS	- World Sailing		

**1 RULES**

- 1.1 The event will be governed by
  - (a) The 'rules' as defined in the RRS 2017-2020, including Appendix C.
  - (b) The rules for the Handling of Boats (SI appendix B), which also apply to any practice sailing and sponsor races.
  - (c) Class rules will not apply
- 1.2 Add to RRS41: (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 If one boat has finished a match and the other boat has a penalty outstanding, the umpires may signal under rule C7.4(c) that the penalty is cancelled. (Changes rule RRS C7.4)
- 1.4 Add after the first sentence of Appendix A5: When one boats in a match fails to sail the course in accordance with RRS 28.1, she shall be scored DNF without a hearing.
- 1.5 A boat may not request redress under RRS 62.1(a). The protest committee may consider giving redress under that rule if it believes that an error has been made. The RC or match umpires may request the protest committee to consider this.
- 1.6 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.
- 1.7 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Appendix D.

**2 ENTRIES and ELIGIBILITY**

- 2.1 Only teams invited by the OA shall be eligible to enter the event.
- 2.2 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.3 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.4 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

**3 COMMUNICATIONS WITH COMPETITORS**

- 3.1 Notices to competitors will be posted on the official notice board located outside the YSA, at the CYCA.

- 3.2 Signals made ashore will be displayed from the YSA Container.
- 3.3 Skippers shall attend the first briefing which will be at 0830 hours on Saturday 24 June at the CYCA, unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing at the CYCA

**4 AMENDMENTS 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 Amendments made afloat will be signalled by the display of flag 3<sup>rd</sup> 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 Class boats.
  - (b) The sails to be used will be allocated by the OA.
- 5.2 The sail combination to be used will be signalled from the RC vessel 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)
International Code Flag 'J'	Main & Jib
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3<sup>rd</sup> 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 the bow number.
- 6.2 Boats will be drawn prior to the morning briefing before the series commences.

**7 CREW**

- 7.1 The total number of crew, including the skipper, shall be four or five. All registered crew shall sail all races.

**8 EVENT FORMAT AND STARTING SCHEDULES**

- 8.1 The event format and schedule is detailed in SI Appendix A.
- 8.2 The racing day is scheduled as Saturday 24 June 2017
- 8.3 The intended time of the first attention signal will be 1000 hours.
- 8.4 The latest time for an attention signal will be 1530 hours.
- 8.5 The number of matches to be sailed will be determined by the RC
- 8.6 (a) The RC may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.

(b) Amend RRS C10.5: 'RRS C10.5 shall apply if 60% or more of the round robin is complete. If less than 60% of the round robin is completed the entire round robin shall be disregarded and if necessary the event declared void'.

8.7 Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (International Code Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.

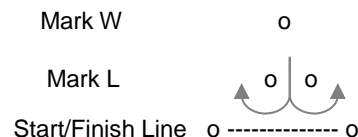
## 9 RACING AREA

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

9.2 A boat's hull shall not enter the area designated by yellow buoys bounding the naval waters in the vicinity of Garden Island. A breach of this rule 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. These areas shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS. There is no penalty for touching objects defining these areas.

## 10 COURSE

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



(b) Course signals will be displayed from the RC vessel, at or before the warning signal.

Marks W shall be laid to windward of the starting line and rounded to starboard. Mark L will be a gate and shall be laid approximately 50 meters to windward of the starting line. Boats must pass between the marks of a gate from the direction of the previous mark (rule 28.2 (c)). The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.

<u>Signal</u>	<u>Course</u>
No Signal	Start - W - L - W - Finish
International Code Flag 'S'	Start - W - Finish

### (c) Description of Marks

The RC vessel will be identified by a white flag with 'CYCA' in black.  
 The starting/finishing line mark will be a black & white check inflatable mark.  
 Mark W and Mark L will be white inflatable marks.  
 The replacement mark will be an orange with black band or purple with white band inflatable mark.

### 10.2 Start/Finish Line

The start/finish line will be a straight line between the course side of the black & white check inflatable mark and a white flag with 'CYCA' in black on the flag mast of the RC vessel.

### 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 only to that match.

## 11 BREAKDOWN and TIME FOR REPAIRS

11.1 Before the attention signal of a flight 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 RC vessel and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the 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.

## 12 STARTING PROCEDURE

12.1 The Attention Signal (Int Code Flag 'F') will be displayed 7 minutes before the first starting signal in each flight. This amends RRS C3.1.

12.2 Match warning signals will be numeral pennants.

12.3 The next flight number will be displayed on the RC vessel by way of a numeral board.

12.4 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. A pink flag will be displayed as the preparatory signal for a blank start.

12.5 The warning signal may be made one minute after removal of the AP or N unless at that time the race is abandoned again or postponed. This alters Race Signals and C3.2(b) and (c).

## 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)

- The display of Flag C and a coloured flag with repetitive sounds means the windward mark has been moved. Sail to a mark the same colour as the flag.
- When a change of course is signalled after the first leg it shall be displayed from a RC vessel in the vicinity of mark L. The signal shall be followed by a series of repetitive sound signals.

## 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 PRIZES

Shelving Systems will present prizes to first three places at the regatta debriefing.

## 16 CODE OF CONDUCT

16.1 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.

16.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix B and C.

16.3 The penalty for breaking this SI is at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of prizes or the withholding of damage deposits.

### 17 **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 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 - EVENT FORMAT and SCHEDULE OF RACES**

### **EVENT FORMAT**

#### **STAGE 1 – Round Robin One**

a) Each skipper is scheduled to sail each other skipper once.

#### **STAGE 2 – Finals**

For positions 1-6, each skipper in positions 1-2, 3-4 & 5-6 will sail each other.

(a) The first skipper to score two wins in each of these matches will be awarded the higher overall place.

(b) The highest placed skipper from Stage 1 in each match will be starboard entry first.

## **SI APPENDIX B – HANDLING BOATS**

### **1. GENERAL**

While all reasonable steps are taken to equalize 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 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 and GoPros.
- 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 when racing with symmetric spinnakers.

2.22. A breach of SI Appendix B2.20 & B2.21 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.

### **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, timers and hand held compass
  - g) Shackles and clevis pins
  - h) Velcro tape
  - i) Spare flags
- 3.2. 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

### **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:
  - 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
- 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 B 4.2 and 4.3 will be considered damage and the cost of rectification will be deducted from the damage deposit.

### **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
- Spinnaker
- One winch handle
- One spinnaker pole
- Two spinnaker sheets
- One headsail sheet
- Tiller extension
- Spinnaker Pole

#### **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

### **APPENDIX D – MATCH RACING PENALTIES**

#### **Match Racing Penalties for Damage resulting from contact between boats**

RRS Appendix 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 reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

<b>Level</b>	<b>Extent</b>	<b>Effect</b>
Level A - Minor Damage	Does not significantly affect the value, general 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 general 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 - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

#### **Point Penalties - to be applied without a hearing (this amends RRS C8.6):**

<b>Level</b>	<b>Round Robin</b>	<b>Knock Out</b>
<b>A</b>	None	None
<b>B</b>	Half point	Three quarters of a point
<b>C</b>	One point	One point