

JERVIS BAY SAILING CLUB

INCORPORATED



SAILING

INSTRUCTIONS

1 JULY 2017 – 30 JUNE 2020

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DEFINITIONS

Club - The name of the host club is Jervis Bay Sailing Club Incorporated and will be referred to hereafter as the club.

Race Headquarters - For the purpose of these instructions race headquarters is the Callala Junior Sailing School clubhouse.

Noticeboard – is the Noticeboard inside the Callala Junior Sailing School building and will be referred to thereafter as the clubhouse.

Abbreviations

RRS - Australian Sailing - Racing Rules of Sailing 2017 – 2020

SRoB - Australian Sailing Special Regulations – Part 2 for Off the Beach Boats

1. RULES

1.1 The racing will be governed by the 'rules' as defined in the Racing Rules of Sailing 2017 – 2020 (RRS) as modified by these sailing instructions, and Australian Sailing Special Regulations – Part 2 for Off the Beach Boats (SRoB), as modified by these sailing instructions.

1.2 All Class Rules will apply for the relevant class.

1.3 Where there is conflict between the Class Rules and these sailing instructions, these sailing instructions will apply.

1.4 Jervis Bay Sailing Club Incorporated is the organising Authority.

1.5 RRS Rule 40 shall apply. Personal Flotation Devices (PFD) approved for sailboat racing shall be worn by skippers and all crew members at all times whilst racing and afloat, including while proceeding to the start, or returning after completion of racing, ["except briefly while changing or adjusting clothing or personal equipment"]. This effectively means rule RRS Rule 40 is applied whether or not flag Y is displayed ashore, "this rule applies at all times while afloat. Wet suits and dry suits are not personal flotation devices." Lifejackets or flotation devices must comply with the standards listed in RRS Special Regulations Part 2 for Off the Beach Boats (see 5.0.1 Lifejackets). Lifejackets that satisfy these standards will be clearly marked with the recognised mark of the standard they comply with. Inflatable lifejackets shall not be used (5.01.3).

2. ELIGIBILITY

2.1 All competitors and crew shall be financial members of Jervis Bay Sailing Club (JBSC), Australian Sailing card holders, or members of an Australian Sailing affiliated club, if sailing an interclub event, unless classified as a visitor – see Rule 2.3 below.

2.2 A competitor shall comply with the following requirements to be eligible to contest any race of the season:

a) All helmspersons shall have third party insurance cover of not less than AUD\$10,000,000 or equivalent thereof in any other currency for any accident. All owners/competitors who sign the "Sign On Sheet" are deemed to have made a declaration that they hold such cover. Competitors may be required to produce evidence of such insurance and any competitor not holding this cover shall withdraw their entry.

b) Special Regulations Part 2 - Off The Beach Boats shall apply and all safety requirements and Class, or association rules, when defined are applicable.

2.3 Non-Club Members.

Casual entries may be accepted provided all of the above as described in Rule 2.2 are satisfied, and the casual entry accepts the following:

a) If more than three (3) individual entries on separate race days are received in one season of racing, then that entrant will be encouraged to join the club.

b) Casual entries are NOT eligible for points or trophies in any series and

c) Acceptance of an entry is at the discretion of the Club or Race committee, provided the visitor race fee has been paid.

2.4 Change of ownership of a boat will be regarded as a completely new entry, and accrued points shall not be transferable to the new owner. Skippers may have points accrued for more than one boat. The results will not be transferred between boats. Points are accrued for boats not skippers.

3. ENTRY DISCLAIMER

It is the responsibility of owners and skippers to ensure that each boat nominated on the entry form complies with the 'rules' as defined in the RRS.

All competitors who sign the entry form, in doing so, have made a declaration to the Organising Authority that the nominated boat will, at all times while racing, comply with the requirements of Australian Sailing, the Notice of Race and Sailing Instructions, including:

(a) RRS 46 shall apply "A boat shall have on board a person in charge designated by the member or organisation that entered the boat". It is the responsibility of the person in charge of the boat to ensure that the crew complies with RRS 46;

(b) The Australian Sailing Special Regulations Part 2 for Off the Beach Boats (SSoB) shall apply,

(c) Adequate current Third Party Property Liability Insurance and Third Party Personal Liability cover of not less than \$10,000,000 [ten] million dollars for any one incident. All insurance shall be maintained during the period of racing;

(d) The Organising Authority is not responsible for the seaworthiness of a boat whose entry is accepted, nor the sufficiency or adequacy of its equipment, nor the competence of the crew to sail the vessel.

(e) The person who signs and lodges the entry form with the Organising Authority, warranting to the Organising Authority that he or she will draw to the attention of any person who competes on the yacht, the subject of the entry form in any event conducted by the Organising Authority of the risk warning above.

(f) The person who signs and lodges this entry form with the Organising Authority, acknowledges receipt of the risk warning posted on the club notice board and the disclaimer (Rule 4 below) and releases the Organising Authority from any claim or liability whatsoever for any harm or personal injury suffered by any person, or by any person claiming through the entry, in any event conducted by the Organising Authority.

(g) All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4 which states:

"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

The Jervis Bay Sailing Club Incorporated, Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore prior to, during, or after the event.

4. DISCLAIMER OF LIABILITY.

4.1 Competitors participate in the sailing events organised by Jervis Bay Sailing Club entirely at their own risk (See RRS Rule 4). They realise and accept that sailing is a strenuous activity and understand the risks involved in outdoor and on water activities. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after any event organised by Jervis Bay Sailing Club.

4.2 Competitors are advised of the following Risk Warning:

This RISK WARNING is issued jointly by Jervis Bay Sailing Club Incorporated and NSW Roads and Maritime Services, pursuant to the Civil Liability Act 2002 to all persons wishing to participate in the sailing activities conducted by Jervis Bay Sailing Club Incorporated.

These risks of competing in club races and regattas may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

Jervis Bay Sailing Club Incorporated and Roads and Maritime Services also warn participants that regardless of their best intentions, these organisations may be unable to render assistance to participants who are in distress.

Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event with Jervis Bay Sailing Club Incorporated.

Participants are also advised that although Jervis Bay Sailing Club Incorporated is covered by third party liability insurance, this cover DOES NOT extend to participants. **Any participant who considers they have a need for insurance must make their own private arrangements with an insurer.** Current Membership of a sailing club, affiliated with Australian Sailing, entitles participants to personal accident insurance cover stipulated by Australian Sailing - see <http://www.sailing.org.au/insurance/>.

Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.

5. INSURANCE

All helmspersons of each participating boat shall be insured with valid and current third-party personal and property liability insurance with a minimum cover of **ten** million dollars (AUD\$10,000,000 or equivalent thereof) in any other currency for any accident that may occur. All owners/competitors who sign the Entry Form are deemed to have made a declaration that they hold such cover.

Competitors may be required to produce evidence of such insurance and any The Race Committee reserves the right to sight evidence that a boat's insurance is current at any time. Competitor not holding this cover shall withdraw their entry.

6. SAFETY REGULATIONS

Signing ON and Signing OFF is an essential obligatory safety requirements for the Jervis Bay Sailing Club to track and monitor entries, participating boats, skippers and crew to ensure the safe return of all boats and crew after the end of a race, or series of races sailed back-to-back. These sheets are vital for the club records in the event of incidents requiring reporting and follow-up actions. Participants aware of any missing boats or crew should immediately and urgently report this information to the organisers or race officials on the support vessel or in the club house. Contact numbers and procedures for reporting incidents are available in the clubhouse and on the support vessel. This is an important safety requirement and will be strictly enforced.

6.1 - Sign ON

All boats intending to race shall register on the SIGN ON sheets, located in the clubhouse below the Jervis Bay Sailing Club noticeboard, no later than 30 minutes before that boat's start time. By signing ON each competitor confirms that they can satisfy Rules 2 & 3 and that they have read, acknowledge and agree to Rule 4. DISCLAIMER OF LIABILITY. They also agree that they can provide evidence to prove that their insurance (Rule 5) for boat and personal injury is current. Failure to sign on may result in a recorded race result of DNC.

Note: The following message is displayed on the sign on sheet:

"By signing this sign on / sign off sheet, I acknowledge that I have read, understand and accept the risk warning as posted on the Club Notice Board"

6.2 – Sign OFF

All competitors shall also sign off at race headquarters as soon as possible or within 30 minutes of the last competitor completing that single race, or group of races. Competitor who fail to sign off within the specified time will have their race result recorded as DSQ and will receive a warning. This changes rule RRS 63.1.

6.3 – Retirement

A boat that retires from a race shall notify the Race Committee on the Support boat or officials in the clubhouse as soon as possible. The skipper should also SIGN OFF on the sheet located at the Club, as soon as practical after arriving on shore, or within 30 minutes of the last competitor completing the race. Failure to Sign Off may mean that DSQ is recorded as the result for that race.

6.4 – Briefing

A PRE-RACE meeting and briefing will be conducted for all competitors, in the clubhouse or the rigging area, approximately 90 minutes before the scheduled start of the race (generally at 1200 hours, each Saturday for Club Races). The Duty Officer, as officer of the day will conduct this meeting on behalf of the club. The course, safety and risk issues will be discussed at this meeting. A daily risk assessment (see 6.6) will be completed to ensure the risks on the day are within acceptable levels for conducting each session of racing on the racing.

6.5 – Signaling for Assistance and Offering Assistance

The skipper or crew of a boat needing assistance should signal by raising one arm above their head, waving repeatedly, or otherwise signaling they are in trouble and need assistance. Other boats in the race should stop racing and offer assistance when needed. This may involve sailing to the Start Boat or Support Boat to convey information. Suitable redress for elapsed times and placings will be provided.

6.6 – Risk Management

The Jervis Bay Sailing Club has adopted the risk management policy guidelines developed by Australian Sailing. A copy of the club's risk management strategy and plan is displayed on the club notice board. A race-day Risk Assessment form has been developed using the template provided by Australian Sailing, to identify potential risks, the controls in place to ameliorate these risks and reduce them to acceptable levels.

7. LIMITATIONS FOR WHEN TO START RACES AND WHEN TO ABANDON RACING

7.1 Participation in any JBCYC racing event shall be at the sole risk and responsibility of the yacht's skipper.

7.2 Racing will **NOT** normally take place when there is a current or forecast Strong Wind Warning, Gale Warning, OR stronger wind warning as issued by the **Bureau of Meteorology - Illawarra Coastal Waters Forecast: Port Hacking to Ulladulla** (<http://www.bom.gov.au/nsw/>), for the Jervis Bay area. Note: that these warnings may apply offshore and not to the Jervis Bay area, nor to the times scheduled for the races. The Race Officer will examine local forecasts, local wind, wave and weather conditions before the race to determine the threat and risks to competitors and officials.

Willy Weather (<https://www.willyweather.com.au/>) and various Bureau of Meteorology sites (<http://www.bom.gov.au/australia/meteye/?lat=-35&lon=150.74&url=/nsw/callala-bay/&name=Callala+Bay>) are regarded as the preferred method for obtaining current wind observations and weather forecasts for Jervis Bay. Racing will generally NOT occur if there is a recorded wind gust exceeding 22 knots on the course area, or the conditions are deemed to be unsafe by the Officer of the Day. This decision will be made solely by the race committee, generally at the 1200 Noon briefing before each race, or earlier if there is a Gale Warning, or higher wind warning current for Illawarra Waters. This decision cannot be challenged as it is an essential safety and risk control requirement.

7.3 Racing will be at the discretion of each skipper should the winds be in excess of 18 knots and a strong wind warning or gale warning does not exist.

7.4 All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to **RRS Rule 4 which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"**.

7.5 Racing will not take place, nor continue if the committee feel the conditions are deemed to be unsafe or risky due to unforeseen circumstances.

7.6 Racing will be abandoned if the officer of the day judges the conditions are deemed to be risky or unsafe due to unforeseen circumstances, including the availability of the support vessel. The Notification to abandon the race will be three sounds on the horn, and the hoisting CODE FLAG N on the official vessel.

BOM Wind Warnings – For Information

Coastal waters wind warnings issued by the Bureau are categorised as follows :

Strong Wind Warning: Winds **averaging** from 26 knots and up to 33 knots.

Gale Warning: Winds **averaging** from 34 knots and up to 47 knots.

Storm Force Wind Warning: Winds averaging from 48 knots and up to 63 knots .

Hurricane Force Wind Warning: Winds averaging 64 knots or more.

Conversion: 1 knot = 1 nautical mile per hour = 1.85 kilometers per hour.

8. NOTICES TO COMPETITORS

8.1 Notices to competitors will be posted at Jervis Bay Sailing Club on the official noticeboard located in the clubhouse.

8.2 In accordance with RRS Rule 90.2(c), prior to the Warning Signal, the Race Committee may issue notices to competitors on the water. The Race Committee boat shall display Flag "L" with one sound signal to signify such alterations. All boats shall come within hail to receive verbal instructions.

9. CHANGES TO SAILING INSTRUCTIONS

9.1 Any changes to the sailing instructions will be posted on the official noticeboard before 1200 hours on the day it will take effect.

9.2 In accordance with Rule 90.2(c), prior to the Warning Signal, the Race Committee may make temporary oral alterations to these instructions on the water. The Race Committee boat shall display Flag "L" with one sound signal to signify such alterations. All boats shall come within hail to receive verbal instructions.

10. SIGNALS MADE ASHORE

10.1 Signals made ashore will be displayed on the flag mast located on the North East corner of the Sailing Club house.

10.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signal AP.

11. SCHEDULE OF RACES

11.1 Racing is scheduled as detailed in the official club program in Appendix 1 of these Sailing Instructions, and may be displayed on the club notice board and the club web site for reference.

11.2 The number of races scheduled is as detailed in the official club program and determined by the club committee. The program is available on the Club's website and on the notice board. Changes to the program may occur and these changes will be posted on the notice board and on the website.

11.3 Alternative race days may be used as substitutes for Club Championships, Sprints and Pointscore Series if races are not completed as scheduled or if the Race Committee considers it unlikely that races will be completed as scheduled.

11.4 The scheduled time for the Warning Signal for the all club races, if enacted, will not be before 1200 hours, except on Special Race days requiring an early start.

11.5 Races will not generally be started after 1615 hours.

12. SAILING AREA

12.1 Racing will normally be conducted in the area of Hare Bay on the northern side of Jervis Bay – see Appendix 3

12.2 It is recommended that all CARDINAL MARKS be observed. Failure to observe these marks may result in damage to vessels and JBSC will not be held responsible for the damage. In

addition, access to provide power boat support may be restricted and could impact on crew/vessel recovery at times.

13. THE COURSES

13.1 The diagrams in Appendix 2 & 3 of the Sailing Instructions, and as displayed on the noticeboard, show the courses. They also show the order in which marks are to be passed; and the side on which each mark is to be passed (port or starboard as indicated by code flag on start boat).

13.2 At certain times other courses will be sailed. The Race Committee will declare the course to be sailed at the skippers briefing.

13.3 All courses may be **shortened or abandoned** using RRS Rule 32.

RRS Rules 32.1 and 32.2 shall apply:

“After the starting signal, the race committee may shorten the course (display flag S with two sounds) or abandon the race (display flag N, with three sounds):

- (a) because of foul weather,
- (b) because of insufficient wind making it unlikely that any boat will finish within the time limit,
- (c) because a mark is missing or out of position, or
- (d) for any other reason directly affecting the safety or fairness of the competition.”

“If the race committee signals a shortened course (displays flag S with two sounds), the finishing line shall be:

- (a) at a rounding mark, between the mark and a staff displaying flag S;
- (b) a line the course requires boats to cross; or
- (c) at a gate, between the gate marks.”

13.4 **Changing the Next Leg of the Course** - Legs of the course may be changed after the preparatory signal. This changes RRS Rule 33. Otherwise RRS Rule 33 applies:

“The race committee may change a leg of the course that begins at a rounding mark or at a gate by changing the position of the next mark (or the finishing line) and signaling all boats before they begin the leg. The next mark need not be in position at that time.

If the direction of the leg will be changed, the signal shall be the display of flag C with repetitive sounds.

Subsequent legs may be changed without further signaling to maintain the course shape.”

14. MARKS

14.1 Marks are yellow vinyl inflatable buoys.

14.2 The Starting and Finishing Marks will be a danbuoy with an orange flag.

14.3 Jervis Bay Marine Parks' sanctuary markers are also yellow in colour but are labeled - "Sanctuary Marker" and are constructed of steel. These sanctuary markers are not navigation marks, nor are they course markers, but they may be used on certain occasions, particularly with gate starts. Care is needed when rounding these marks.

15. THE START LINE

15.2 The starting line will be between the club burgee on a mast on the Race Committee boat at the starboard end, and a danbuoy at the port end of the start line (see diagram in Appendix 2)

15.3 A starting limit mark (distance mark) may be laid in the vicinity of the Race Committee boat. When laid, this will rank as a mark of the course. Boats shall leave this mark to starboard when starting. Following its preparatory signal, no boat shall pass between the Race Committee boat and the starting limit mark from the course side of the starting line.

16. THE START

16.1 Races will be started as follows (this changes RRS Rule 26):

Minutes before start	Flag
3 minutes	Warning signal – Yellow (all divisions) flag up
2 minutes	Preparatory Flag up
1 minutes	Preparatory Flag down
0 minutes (Start)	Yellow flag down

16.2 Races will be started using RRS Rule 26, ONLY when a notice to competitors is displayed on the day of the race.

16.3. Sprint Races may be started after 15 minutes has elapsed since the first boat in the Division or combined fleet has finished a previous Sprint Race. This is to allow the back-to-back races to be completed in a timely manner and avoid competitors having to wait too long for late finishers. There are multiple races and many 'drops' are provided for compiling the season results.

16.4 A boat starting later than 15 minutes after her starting signal will be scored "DID NOT START" (DNS).

16.5 RECALLS

16.5.1 **Individual Recalls** - RRS 29.1 applies with the following changes: When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line before the start signal, the race committee shall promptly display flag X with one sound. The flag shall be displayed until all such boats have sailed completely to the pre-start side of the starting line or one of its extensions. The recalled boat shall return and re-cross the starting line without interfering with other competitors.

16.5.2 **General Recall** - RRS Rule 29.2 applies with the following changes: When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line, or there has been an error in the starting procedure, the race committee may signal a general recall (display the

First Substitute with two sounds). The warning signal for a new start for the recalled class shall be made one minute after the First Substitute is removed (one sound), and the starts for any succeeding classes shall follow the new start. The starting procedure specified for the race will be repeated. (see 16.1)

16.6 Unmanned starts (Gate Start) - If the club committee boat is not on duty then a "Gate Start" may be used. In this case only one mark shall be used at the start. The procedure is as follows:

1. The gate boat (pathfinder) will be clearly identified by name and description at the briefing.
2. One buoy may be laid for the start or one of the fixed Special Marks in Jervis Bay, which are not navigation marks, may be specified as the start mark. Other such buoys may be used as course markers.
3. The gate boat will control the timing for the start. The gate boat will pass close to the designated start mark, leaving it to port at the scheduled start time, or time specified at the briefing. The gate boat, will sail on port tack, as close as possible to the start mark, 'opening the gate' and signifying the start of the race.
4. After the start – the gate boat maintains a port tack. Other yachts can now begin to start on starboard tack crossing the line between the stern of the gate boat and the mark, allowing a safe distance at all times.
5. After 5 minutes (or after all other yachts have started) the gate boat is free to either tack onto starboard tack, or continue her course.
6. There is no recall unless the gate boat is unable to maintain course and keep the 'gate open' to allow all competitors to start.

IMPORTANT NOTE : This changes Rule 26

17. THE FINISH LINE

The finishing line will be between the finishing mark and the On Station Flag (blue flag) displayed on the Race Committee boat (see diagram in Appendix 2).

17.1 For **Gate Starts** the finish line will be a circular area within 3 boat lengths from the designated finishing mark – usually a fixed "Special Mark". A boat finishes when any part of the boat enters with 3 boat lengths from the mark. Competitors are required to note their finish times for compilation of the results.

18. THE FINISH

18.1 Time limit for the first boat to finish will normally be set at 3 hours for long races and 45 minutes for sprints. The officer of the day may extend these limits in very light conditions by 15 minutes to allow races to be completed. Races will normally be shortened to be completed well before the time limits.

18.2 Boats failing to finish within 45 minutes after the first finishing boat for longer races (20 minutes for Sprints) will be scored "DID NOT FINISH" without a hearing. Sprint Races may be started after 15 minutes has elapsed since the first boat in the Division or combined fleet has finished (see 16.1). This procedures changes RRS Rule 35, A4 and A5.

18.3 Boats that retire should indicate their intentions to the Race Committee on the support boat before leaving the race area if this is practical. Their retirement should be recorded on the Sign OFF sheet as DNF in the clubhouse as soon as possible after reaching the beach and securing the boat.

18.4 Sail numbers need to be clear to be recorded as a finisher.

18.5 Boats that have finished should keep well clear of the finish line to allow other boat to finish without interference.

18.6 The starting sequence for back-to-back races will start immediately after the last boat in the Division or combined fleet finishes.

18.7 The finish for Gate Starts is specified in 17.1

19. PENALTY SYSTEM

19.1 RRS Rules of racing - Part 1 Fundamental Rules ; and Part 2 When Boats Meet shall apply with penalties at the time of an incident applying or with penalties addressed by Protests. On-water rectification of penalties is preferred.

19.2 Rule RRS 31 TOUCHING A MARK shall apply:

“While racing, a boat shall not touch a starting mark before starting, a mark that begins, bounds or ends the leg of the course on which she is sailing, or a finishing mark after finishing.” The penalty for touching a mark is a One-Turn Penalty (RRS 44.1)

19.3 Rule RRS 30 STARTING PENALTIES for boats over the line during the starting sequence, shall NOT apply, so that boats can be 'over' the line before the start, provided that they return behind the line and are not over the line at the start. Boats returning should keep clear of boats yet to start.

19.4 PENALTIES AT THE TIME OF AN INCIDENT

Rule RRS 44.1 for Taking a Penalty shall apply:

“A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 in an incident while racing. She may take a One-Turn Penalty when she may have broken RRS Rule 31.”

Rule RRS 44.2 shall apply:

“(a) when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31;
(b) if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach her penalty shall be to retire.”

“One-Turn and Two-Turns Penalties - After getting well clear of other boats as soon after the incident as possible, a boat takes a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes the penalty at or near the finishing line, she shall sail completely to the course side of the line before finishing.”

19.5 Rule RRS Rule 42 Propulsion shall apply

The Protest Committee may, without a hearing, penalise a boat that has broken RRS Rule 42.

20. PROTESTS AND REQUEST FOR REDRESS

20.1 Protest forms are available at the Race Office. Protests shall be delivered there within the time limit.

20.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to all protests by the Race Committee and any requests for redress. This changes rules 61.3 and rule 62.2.

20.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of the location and time of hearings in which they are parties or are named as witnesses.

20.4 Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under Rule 61.1(b).

20.5 For the purpose of Rule 64.3(b) the "authority responsible" is the measurer appointed by the Jervis Bay Sailing Club.

21. SCORING

21.1 CLUB RACES

21.1.1 The Club's scoring system will apply, which allocates various points according to the adjusted finishing order, after applying yardstick handicaps for Championship and Sprint Races. For Pointscore races the points are applied using the finishing positions. A look-up table is used to assign various points according to the number starters in each individual race. DNS and non entrants are assigned zero points. DNF are assigned the position of the number of starters plus 1. Season average points for each of the Championship, Sprints and Pointscore races are assigned for boats who do duty in the support boat. (Note: The last place of the day the duty is done, is preliminarily assigned until the boat has completed one race for each type). The duty points changes throughout the year as more races are completed and the average points can be re-calculated.

Note: For Championship and Sprints races a yardstick is used to adjust the elapsed times to calculate the finishing positions and so assign positions via the look-up table. For Pointscore races the raw finishing position is used to calculate the points.

Example of how the number of points for each race varies with the number of starters. For a race with 5 starters the winner gets 52 points; for a fleet of 10 the winner gets 80 points. See the table showing a sample of how the number of starters affects the number of points scored:

	Number of Starters					
Place	5	6	7	8	9	10
1	52	60	66	72	76	80
2	46	54	60	66	70	74
3	42	50	56	62	66	70

The points are accumulated throughout the season with the winners and place getters for the season for each series (Championship, Sprints and Pointscore) determined by the total number of points accumulated. Count backs are used to resolve ties.

Pointscore – Minutes advantage Handicap are assigned before the start of the race and posted on the Notice Board. The minutes advantage handicaps are designed to allow the slower boats to start ahead of the faster boats by one or more minutes. This '**Catch me if you Can**' racing is designed to have all boats finish very close together after a relatively long races using Olympic courses. It encourages the slower boats and sets a challenge for the faster boats to try to catch the early starters.

The handicaps are adjusted after each race according to the following scheme:

1st place => **loss of 2 minutes**

2nd place => **loss of 1 minute**

3rd place => **no change - 'stay as you are'**

4th place and all other starters (including DNF) => **plus 1 minute**

All non-starters have no change to their handicaps, except when all the scores need to be adjusted to avoid negatives. For example, when the winner has a Minutes Advantage Handicap of 1 minute and would lose 2 minutes, to a -1 minute handicap for the first place, ALL handicaps are increased by 1 minute so that the winner's new handicap is 0 (zero).

Note: The committee and handicapper may make periodic adjustments to the system to keep it as fair and functional as possible, and to assign handicaps to new members and visitors. The scheme is designed to promote exciting racing by having all competitors finishing very close together.

Note: Boats who do support boat duty are regarded as starters and have their handicaps adjusted accordingly (increased by 1 minute).

21.1.2 Should one boat appear at the start, she will be entitled to sail the course and thereafter, be declared the winner of that race.

21.1.3 Of the scheduled races a minimum of 50% shall be completed to constitute a series. This will be at the discretion of the Race Committee. Best 75% of races results for Championships, Sprints and Pointscore Series will be compiled for end of season results.

21.1.4 A boat that starts but scores a DNF shall score points for the finishing place, plus (1) one more than the number of starters in the race.

21.1.5 Points will be awarded to the combination of boat and owner. Change of ownership will be regarded as a new entry and all points scored previously shall not be transferred with the boat or remain with the owner.

21.2 SPECIAL EVENTS

The Low Point scoring system of RRS A4 may be used for special events. This and other scoring systems may be used for special events as specified in the Sailing Instructions for these events.

22. EQUIPMENT, MEASUREMENT CHECKS

22.1 A boat or its equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions. On the water, a boat can be instructed by a Race Committee measurer to proceed immediately to a designated area for inspection.

22.2 All boats shall be fitted with a towing ring of not less than 40mm diameter or a towing fairlead or in some classes crews must be able to demonstrate how to attach a towline to their boat.

22.3 **An approved Personal Flotation Device is to be worn at all times while afloat.** This amends rule 40.

22.4 All of the provisions within the Australian Sailing - Special Regulations – Part 2 for Off the Beach Boats shall be observed.

23. OFFICIAL BOATS

Official boats will display the Jervis Bay Sailing Club Burgee.

24. SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay outside areas where boats are racing, from the time of the preparatory signal for the first class to start until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.

25. RADIO COMMUNICATION

A boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile phones. Note: Mobile phone and radios may be used in an emergency or to call for assistance if the boat is in trouble and requires towing or other help.

26. PRIZES

Prizes will be given as determined by the Race Committee.

APPENDIX 1

Club Races and Special Events Schedule

CLUB RACE SERIES

The Club runs three series throughout the season using various courses (see below):

- **Championship (scratch start).**
- **Sprint (scratch start).**
- **Pointscore (Handicap start – minutes advantage).**

Currently there is only ONE division, but this may change if numbers for various classes increase. The Race Committee will make these changes as required.

Champ and Sprint - Handicaps using current Victorian Yardsticks applied to Elapsed Times are applied to calculate the adjusted finishing positions based on corrected times. The Race committee reserves the right to apply the handicaps it deems appropriate for each yacht dependent on modifications. Boats will be assigned a handicap if no current Victorian Yardstick is available. **NOTE:** For scoring purposes the results for the Championship are also recorded as results for the First Sprint Race for that day.

Pointscore - Minutes Advantage Handicaps, assigned before the start of the race determines when each boat starts. Each boat starts when their assigned time board **drops**. For example, a boat assigned a handicap of 5 minutes, starts when the 5-minute board drops. If the boat starts early they will be recalled. They will return around the ends of the line and re-cross the starting line, avoiding interference with other boats starting. The places and points for Pointscore Races are assigned according to the finish order. The handicaps are adjusted after each pointscore race for the next race. **See 21.1.1**

The club may make changes to this system and allocate handicaps as required during the season.

Club Common Courses

The course is Olympic Triangle with Port Roundings (Red Flag) (as shown in diagram); Starboard roundings can be used (Green Flag). See the Diagram for explanation.

The courses for the three events run by the club are:

Championship (scratch start)

=> **Start-Triangle-Sausage-Triangle-Finish**

Sprint (scratch start, several races each day after Championship)

=> **Start-Triangle-Sausage-Finish**

Pointscore (handicap start - minutes advantage)

=> **Start-Triangle-Sausage-Triangle-Sausage-Finish**

NOTE: The Course for the pointscore races is much larger as there is only one race per day. The Championship results are counted as the first Sprint for the day.

CLUB RACE SCHEDULE PROCEDURE

All club races are normally scheduled to start at 1.30 pm (1330 hrs) each Saturday of racing as per the following schedule. Starts may be delayed for various reasons or may start early.

A briefing for skippers will normally occur at 1200 hours, chaired by the Duty Officer of the Day and involving entrants in the race . This will include briefing on safety and risk management. It will also include discussion of courses and procedures. Races may not be run if the number of entrants is less than 5 boats. No race will be started after 1615 hours. The last sprint race of each sprint race day will commence before 4.15 pm (1615 hrs).

CLUB RACE SERIES POINTS

Races to count are as follows:

Club Championship Series – Minimum of 8 races with 6 to count, or 75% of completed races.

Club Pointscore Series – Minimum of 8 races with 6 to count, or 75% of completed races for the season to count.

Sprint Race Series – Minimum of 16 races with 12 to count, or 75% of all races sailed for the season to count.

SPECIAL EVENT RACE SERIES

Addendums for the Race Instructions will Issues for Special Events Series.

APPENDIX 2

CLUB RACE COURSES – Port Roundings Shown, but may be Starboard for some Races

Championship (scratch start)

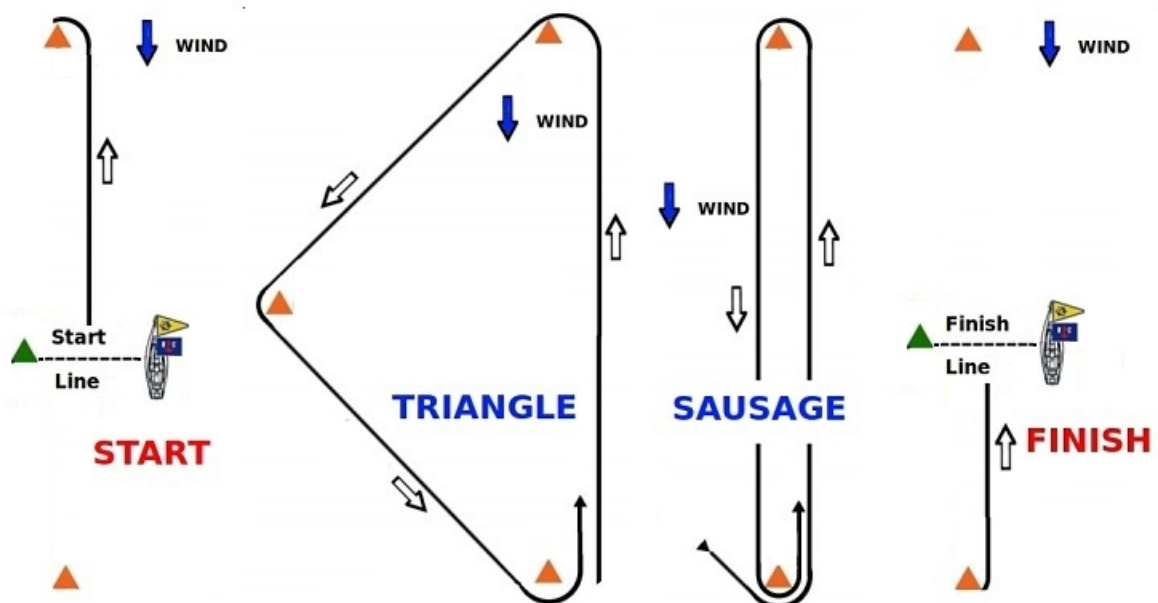
=> **Start-Triangle-Sausage-Triangle-Finish**

Sprint (scratch start, several races each day after Championship)

=> **Start-Triangle-Sausage-Finish**

Pointscore (handicap start - minutes advantage)

=> **Start-Triangle-Sausage-Triangle-Sausage-Finish**



Note: RRS Rule 32 SHORTENING OR ABANDONING AFTER THE START is applied with the following amendments to the flag and sound options :

Courses may be shortened by displaying Code Flag S with two sound signals according to RRS Rule 32, or abandoned by displaying Code flag N with three sounds - (a) because of foul weather, (b) because of insufficient wind making it unlikely that any boat will finish within the time limit, (c) because a mark is missing or out of position, or (d) for any other reason directly affecting the safety or fairness of the competition.

The finishing line shall be, (a) at a rounding mark, between the mark and a staff displaying flag S; (b) a line the course requires boats to cross; or (c) at a gate, between the gate marks. The Race Committee boat will be relocated to the port or starboard start of that buoy, depending on whether port or starboard roundings are set for the course.

Otherwise RRS Rules 32, 33, 34, 35 and 36 shall apply.

Special Event Courses

Note: Sailing Instructions will be provided for Special Events and Regattas and the information below is indicative of the courses to be set. See 21.2

Buoy 1 is the top mark (upwind mark)

Buoy 2 is the wing mark (port or starboard of the line upwind)

Buoy 3 is the bottom mark (downwind mark)

Note: The course layout map for special events will be displayed in the clubhouse and will be attached to the Sailing Instructions for Special Events.

COURSE NUMBER 1 - SHORT COURSES

Courses for multiple divisions will be:

Start - 1 - 2 - 1 - 2 – Finish

COURSE NUMBER 2 - OLYMPIC COURSES

Courses for multiple divisions will be:

Start - 1 - 2 - 3 - 1 - 3 - 1 - 2 - 3 - 1 - 3 – Finish

COURSE NUMBER 3 - COURSE OF THE DAY

There may be times when a course will be determined by the race committee to suit specific requirements for that day's racing. This course shall be explained at a skippers briefing on the day of the race at approximately 12.30 pm (1230 hrs) at Race Headquarters.

Note: - Mark rounding's for all courses will be notified from the committee boat. The Committee boat may fly Flag 'L' if necessary.

APPENDIX 3

Racing Area in Jervis Bay

