

AUSTRALIAN YOUTH MATCH RACING CHAMPIONSHIP

AT RPYC

MONDAY 3RD JULY 2023 TO FRIDAY 7TH JULY 2023



SAILING INSTRUCTIONS

SAILING INSTRUCTIONS (SIs)

1. RULES

- 1.1. The event is governed by the rules as detailed in NoR 1.
- 1.2. When the umpires proceed under RRS C8.6 they will be guided by SI Addendum C.
- 1.3. Further to NoR 1.3, the RRS is changed as follows:
 - 1.3.1. When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.
 - 1.3.2. 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.'
 - 1.3.3. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1. Any change to the SI will be posted before 0800 on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.
- 2.2. Flag L over the numeral pennant of the most recent amendment will be displayed ashore on the day it will take effect until the boats have departed for the racecourse.
- 2.3. Changes to a SI may be made on the water. These will be signalled by the display of flag 3rd substitute with three sound signals from the Race Committee Vessel ('RCV'). An umpire may communicate these Race Committee changes either verbally or in writing.

3. SAFETY

- 3.1. All Race Officials, Volunteers, Maintenance, Coaches, Media, Guests and Participants that operate a powerboat during the regatta are reminded to wear a kill cord and be vigilant on the designated VHF Channel.
- 3.2. All Race Officials, Volunteers, Maintenance, Coaches, Media, Guests and Participants on all boats except for ORPYC and Challenger are required to wear a PFD at all times whilst afloat.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1. Notices to competitors will be posted on the official noticeboard located in the RPYC Boating Operations Office.
- 4.2. Signals made ashore will be from the flag mast on the Ceremonial Deck to the north of the RPYC Crawley Clubhouse.
- 4.3. Further to NoR 3, when on the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 77.
- 4.4. Skippers will be issued with VHF Radios, these radios shall be used only to make and receive communication from the RC or to report any damage. Failure to receive information from the RC will not be grounds for redress. This changes RRS 62.1(a).

5. BOATS AND SAILS

- 5.1. Boats will be identified by bow and sail numbers.
- 5.2. The sail combination to be used will be signalled from the RCV with or before the attention signal. The signals will have the following meanings:

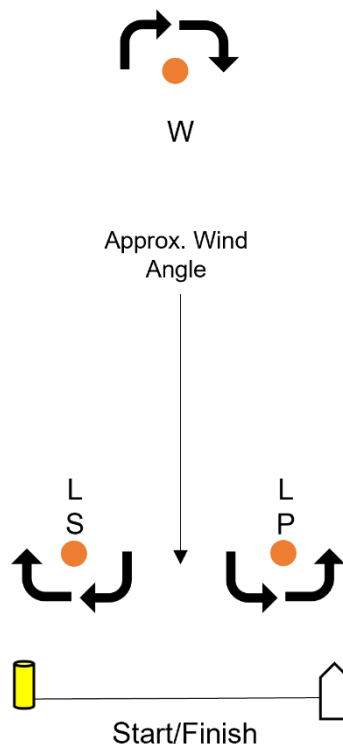
Signal	Sail combination to be used
No signals displayed	Full sails (Mainsail, Jib & Asymmetric Spinnaker)
International Code Flag "J"	Mainsail & Jib only

6. FLIGHTS AND MATCHES

- 6.1. The match pairing lists will be available on the event website and at registration.
- 6.2. The event format is detailed in SI Addendum A.
- 6.3. The next flight number will be displayed on the RCV Port and Starboard sides.
- 6.4. The next match number will be displayed from the transom of the RCV.
- 6.5. The RC may change the order of matches within a flight to allow starts to be brought forward to eliminate blank starts or to add a delayed match start to the end of a flight. The RC, or an umpire on behalf of the RC, will advise Competitors of any such change verbally.
- 6.6. 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 will be displayed from the time of the warning signal to the starting signal for the blank start.

7. COURSES

- 7.1. The courses, marks and direction for rounding will be as per the diagram below.
- 7.2. Course signals will be displayed beneath the flight number on the port and starboard sides of the RCV.
- 7.3. Course 1 C1 Start – W – Finish
Course 2 C2 Start – W – L – W - Finish



8. MARKS / STARTING AND FINISHING LINE

8.1. Marks will be of the following descriptions:

8.1.1. Marks W will be large inflatable marks, being Orange, Yellow and Green in Colour.

8.1.2. Marks LS and LP will be large orange inflatable marks.

8.2. When looking up the course, the starting and finishing line is between a staff displaying an orange flag on the RCV at the starboard end and the course side of the yellow cylindrical buoy at the port-end.

9. STARTING PROCEDURE

9.1. Starting signals will be made in accordance with rule C3.1 except that the table of signals is changed to the following:

Time to the Start	Visual Signal	Sound Signal	Means
7	Number 7 displayed	One	Attention Signal
6	Number 6 displayed Number 7 removed	None	
5	Number 5 displayed Number 6 removed	One	Warning Signal
4	Number 4 displayed Number 5 removed	One	Preparatory Signal
3	Number 3 displayed Number 4 removed	None	
2	Number 2 displayed Number 3 removed Blue or yellow flag or both displayed	One*	End of pre-start entry time
1	Number 1 displayed Number 2 removed	One	1 minute
0	Number 1 removed	One	Starting Signal

*This sound signal will only be made if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever ever is the earlier.

10. CHANGE OF THE NEXT LEG OF THE COURSE

10.1. RRS 33 and Race Signals is changed as follows:

10.1.1. Flag C and a coloured flag or board means: 'The windward mark has been moved. Sail to a mark the same colour as the flag or board.'

10.1.2. When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.

10.2. When a change of course is made for the first leg, the signal will be displayed from the RCV with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.

10.3. When a change of course is signalled after the first lap it will be displayed from a boat in the vicinity of mark L.

11. OBSTRUCTIONS

- 11.1. While racing, no part of a boat's hull shall sail inside the imaginary straight line between the ends of the marina jetties or the imaginary lines connecting Knot Spit, the green navigation buoy and Quarry Spit that identify Pelican Rocks or the imaginary line between the south cardinal marks that identify Crawley Baths.
- 11.2. These imaginary lines shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- 11.3. There is no penalty for touching the posts or buoys defining these areas.
- 11.4. A breach of this sailing instruction is not open to protests by boats but is subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2.

12. BREAKDOWN and TIME FOR REPAIRS

- 12.1. Before the attention signal of a flight or within two minutes of finishing or within five 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 to a position just to leeward of the RCV and remain there, unless otherwise directed. This changes RRS C6.3
- 12.2. The time allowed for repairs will be at the discretion of the RC.
- 12.3. 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 12.1.
- 12.4. 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.

13. TIME LIMIT

- 13.1. A boat that does not Finish within 5 minutes after her opponent has Sailed the Course will be scored zero points. This changes RRS 35.

14. COACH BOATS

- 14.1. Coach Boats shall conspicuously display identification of the team being coached. A coach boat is any boat that is under the direction or control of a person gathering information or giving material support for the benefit of particular competitors either on or off the water.
- 14.2. Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the Protest Committee to the appropriate skipper or team.

15. CODE OF CONDUCT

- 15.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, and cooperation with event sponsors and shall not behave so as to bring the event into disrepute.
- 15.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C.
- 15.3. 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:
 - 15.3.1. Excessive attempts to verbally coerce, coach or influence umpire decisions,
 - 15.3.2. Repetitive or on-going objection to an umpire decision (verbal or otherwise),
 - 15.3.3. Abuse of umpires before or after a decision (See also MR Call M4).

16. RISK STATEMENT

- 16.1. All those taking part in this event do so at their own risk and responsibility. Royal Perth Yacht Club, their officials, volunteers and any other associated sponsor or guest 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.
- 16.2. Attention is drawn to RRS Part 1, Fundamental Rules, in particular, RRS 3 which states that,
“The responsibility for a boats decision to participate in a race or to continue racing is hers alone.”

SI Addendum A – Event Format

Stage One

A double round robin, each skipper shall compete against each of the other skippers twice. The four highest placed skippers shall qualify for Stage 3.

Stage Two

Sail off matches for the minor placings, the skippers unsuccessful at qualifying for Stage 3 will sail off for the minor placings.

Stage Three

Semi Finals, the highest placed skipper from Stage One shall select their opponent when requested to do so by the RC. The remaining two skippers shall race each other. The first two skippers to score TWO points shall proceed to finals, the other two skippers shall proceed to petit finals.

Stage Four

Petit Finals, the first skipper to score TWO points shall be awarded third place the other fourth place.

Finals, the first skipper to score THREE points shall be awarded first place, the other second place.

The Organising Authority may change the format, terminate any stage or 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 stage may be terminated in favour of later stages.

SI ADDENDUM B – HANDLING of BOATS

GENERAL

[NP] Other restrictions or instructions may be given to the boats verbally by the RC or via an umpire. Flag 3rd substitute is not required.

[NP] PROHIBITED ITEMS and ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by a race official otherwise, the following are prohibited:

- Any additions, omissions or alterations to the equipment supplied.
- The use of any equipment for a purpose other than intended.
- The replacement of any equipment without sanction of the RC.
- Sailing the boat in a manner that is reasonable to predict that significant damage would result.
- Moving equipment from its normal stowage position except when being used.
- Boarding a boat without prior permission.
- Coaches must be off a competitor boat before the preparatory signal.
- Taking a boat from its berth or mooring without having permission from the RC.
- Attaching lines to the fabric of spinnakers.
- Perforating sails, even to attach tell tales.
- Adjusting or altering the tension of standing rigging.
- Using a winch to adjust the mainsheet, vang, or Cunningham.
- Cross winching foresail sheets.
- Omitting any headsail car or turning block before sheeting.
- Marking directly on the hull or deck with permanent ink.
- Using the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

Permitted Actions at any Time

Taking on board the following equipment

- Basic hand tools
- Adhesive tape
- Line (elastic or otherwise of 4mm or less)
- Watches, timers, and small personal video devices such as a go-pro
- Shackles and clevis pins
- PFD's

Using the items above to:

- Prevent fouling of lines, sails, and sheets
- Prevent sails being damaged or falling overboard
- Mark control settings

Mandatory Items and Actions

A verbal confirmation to the change over boat when leaving a boat, in relation to damage of the boat or if no damage is to be reported.

At the end of each day sailing:

- Rolling, bagging and placement of the sails as directed by a member of the OA
- Leaving the boat in the same state of cleanliness as when first boarded that day.

At the end of each day for each boat, competitors must clean the boat and wash down the boat with fresh water, remove all rubbish, tape and marks, and remove any water from the boat.

Enclosed shoes at all times whilst on the water.

SI ADDENDUM C – DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

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 as shown in the following table:

Level	Extent	Effect
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);

Level	Round Robin	Knock Out
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 when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

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 based on the assessment of damage level made on the water.

Subsequent assessments of the 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.