



# Ron Tough S80 Match Racing Regatta

## Sailing Instructions

Sunday 19<sup>th</sup> May 2024

Organising Authority  
Royal Perth Yacht Club

In support of S80 WA

### **Race Committee**

Race Officer	Anna Klyne	0432 016 375
Boating Operations Manager	Travis Burtenshaw	0488 058 207
S80 WA Representative	Andre Linthorne	0402 849 655

Race Communications will be on VHF CH 77

## **1. RULES**

- 1.1. The regatta will be governed by:
  - 1.1.1. The Racing Rules of Sailing including RRS Appendix C.
  - 1.1.2. The Special Regulations of Australian Sailing (AS), especially Part 1, Section 2, Category 6.
  - 1.1.3. The Class Rules of the S80 Yacht Association of Western Australia (S80 Assoc).
- 1.2. In the event of a conflict between the Notice of Race and the Sailing Instructions, the Sailing Instructions shall prevail (this changes RRS 63.7).
- 1.3. When umpires proceed under Rule C8.6 they will follow the guidance of SI Attachment A (attached).
- 1.4. All matches will be fully umpired and The Racing Rules of Sailing (RRS), including Appendix C will apply.

## **2. NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board and any change to the Sailing Instructions will be announced at the competitors briefing. Notices may also be distributed by email.

## **3. CHANGES TO SAILING INSTRUCTIONS**

- 3.1. Amendments to the Sailing Instructions made ashore will be posted on the official notice board before 0800 on the day it will take effect.
- 3.2. Flag 'L' over the numeral pennant of the most recent amendment to these Sailing Instructions will be displayed from the shore flagstaff on the northern ceremonial deck in front of the RPYC Clubhouse.
- 3.3. Amendments may be made afloat and will be signalled by the display of the 3rd Substitute flag with three sound signals from the RC boat. The RC or an umpire may communicate these changes either orally or in writing.

## **4. SIGNALS MADE ASHORE**

- 4.1. Signals made ashore will be displayed from the shore flagstaff on the northern ceremonial deck in front of the RPYC Clubhouse
- 4.2. When flag "AP" is displayed ashore, the "1 minute" is replaced with "not less than 30 minutes" in Race Signal AP.

## **5. SCHEDULE AND EVENT FORMAT**

- 5.1. The racing is scheduled for Sunday 19<sup>th</sup> May 2024.
- 5.2. The intended time of the first warning signal will be 0900.
- 5.3. The event will consist of a single round robin where each competitor sails against each other competitor once. If time and conditions permit, a finals series will be as detailed below:

5.3.1. Stage 1: A single round robin, the four highest scoring skippers will progress to Stage 2.

5.3.2. Stage 2: (if time and conditions permit) A petit final 3rd v 4th and final 1<sup>st</sup> v 2<sup>nd</sup> – first to win two races.

- 5.4. The number of matches to be sailed on the day will be determined by the RC
- 5.5. The RC may change the format at any time, and terminate or eliminate any round when conditions do not permit the completion of the intended format.
- 5.6. Match pairing lists will be distributed at the competitors' briefing.
- 5.7. Each subsequent flight will be started as soon as practicable which may be prior to boats finishing in the last match of the previous flight.
- 5.8. 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 the blank start will be a pink flag and there will be no other signals for a blank start.
- 5.9. The RC may terminate any stage of the event when, in their opinion, it is impracticable to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled.
- 5.10. The intended latest time of the last attention signal will be 1600.

## 6. RACING AREA

The racing area will be on Matilda Bay.

## 7. COURSES

### 7.1 Course Configuration (not to scale)



### 7.1. Course to be Sailed

The course to be sailed will be indicated on a board displayed on the RC boat.

Course 1 = Start – 'W' – Finish

Course 2 = Start – 'W' – 'L' – 'W' - Finish

## 7.2. Abandonment and Shortening

- 7.2.1. Rule 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.
- 7.2.2. Abandonment of a match that has started will be signalled by an official boat displaying flag 'N' and a numeral flag denoting the match number or by the match umpires approaching the two boats concerned and hailing (Alters race signals).
- 7.2.3. The course may be shortened after the start whilst boats are in the general vicinity of Mark 'W'. A shortened course will be signalled by an official boat approaching the boats concerned, displaying flag S and making a repetitive sound signal. Boats shall proceed directly to the starting/finishing line rounding Mark 'W' if they have not already done so.

## 8. MARKS

- 8.1. The RC boat will be identified by an orange flag.
- 8.2. The start/finish mark will be a yellow inflatable buoy.
- 8.3. Marks 'W' & 'L' will be orange inflatable buoys.

## 9. AREAS THAT ARE OBSTRUCTIONS

- 9.1. While racing, no part of a boat's hull shall sail inside the line joining Knot spit, the large green navigation buoy and Quarry spit that identifies Pelican Rocks shallow water bank or inside the line between the yellow spar buoys that mark Crawley baths.
- 9.2. The lines between these objects shall rank as obstructions.
- 9.3. A breach of this Sailing Instruction is not open to protest by boats but is subject to action by the umpires in accordance with Rule C8.2 (this changes RRS C6.2 and C8.2). There is no penalty for touching the objects defining these areas.

## 10. THE START AND FINISH LINE

- 10.1. The start line will be a line between the course side of the start/finish mark at the port end, and a mast or staff displaying an orange flag on the RC boat at the starboard end.
- 10.2. The finish line will be a line between the non-course side of the start/finish mark at the starboard end and a mast or staff displaying an orange flag on the RC boat at the port end.
- 10.3. A buoy may be attached to the RC boat transom. Boats shall not pass between this buoy and the committee boat at any time. This buoy and its mooring line is deemed to be part of the committee boat.

## 11. STARTING PROCEDURE

11.1. RRS C-3.1, Starting Signals is deleted and replaced with the table below.

Time to the Start [Minutes]	Visual Signal	Sound Signal	Means
7	Number <b>7</b> displayed	One	Attention Signal
6	Number <b>6</b> displayed Number <b>7</b> removed	None	
5	Number <b>5</b> displayed Number <b>6</b> removed	One	Warning Signal
4	Number <b>4</b> displayed Number <b>5</b> removed	One	Preparatory Signal
3	Number <b>3</b> displayed Number <b>4</b> removed	None	
2	Number <b>2</b> displayed Number <b>3</b> removed Blue or yellow flag or both displayed*	One*	End of pre-start entry time
1	Number <b>1</b> displayed Number <b>2</b> removed	One	1 Minute
0	Number <b>1</b> removed Subsequent matches in the flight will commence their sequence at 5 minutes.	One	Starting Signal

11.2. \* This 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 is earlier.

11.3. Within a flight, the match number will be displayed on a display board positioned aft on the RC boat. The next flight number will be displayed on a white board with black numbers positioned on the sides of the RC boat.

11.4. To alert competitors that a flight is about to commence, the next flight number will be displayed on a board accompanied by repeated sound signals approximately one minute before the attention signal.

## 12. CHANGE OF POSITION OF THE WINDWARD MARK

12.1. There will be no change of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or, for the first windward mark, starts.

### **13. TIME LIMIT**

A boat that does not finish within five minutes after her opponent will be scored DNF without a hearing. (This changes RRS 35, A4 and A5.)

### **14. SAFETY REGULATIONS**

All boats shall comply with the Special Regulations of Australian Sailing (AS), especially Part 1, Section 2, Category 6 safety requirements and those requirements applicable under the S80 Assoc Class Rules.

### **15. CREW NUMBER AND REPLACEMENT OF CREW**

- 15.1. All skippers and crew shall comply with the eligibility requirements of the Notice of Race.
- 15.2. The number of crew (including skipper) shall be 5. All registered crew shall sail in all races.
- 15.3. When a registered skipper is unable to continue in the event, the Organising Authority may authorise an original crew member to substitute.
- 15.4. When a registered crew member is unable to continue in the event, the Organising Authority may authorise a substitute, a temporary substitute or other adjustment. The substitute crew member shall comply with the eligibility requirements of the Notice Of Race.

### **16. IDENTIFICATION AND ASSIGNMENT OF BOATS**

- 16.1. Boats will be identified by their sail number and boat name.
- 16.2. Any boat carrying sail numbers other than their own shall advise the RC in writing of the sail description and the number on any sails that differ from their boat's sail number.

### **17. BOATS, EQUIPMENT AND MEASUREMENT CHECKS**

- 17.1. The event will be sailed in S80 Class boats supplied by the competitors.
- 17.2. Boats may be inspected at any time during the regatta by the Class Measurer to check for compliance with S80 Class rules and the boat's sail declaration.
- 17.3. All boats shall carry a minimum of one each of mainsail, No 1 headsail, No 2 headsail and spinnaker.
- 17.4. The sail combination to be used will be determined by the RC. Competitors will be advised via the use of 3rd substitute or verbally by the umpires.
- 17.5. 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.

### **18. BREAKDOWN AND TIME FOR REPAIRS**

- 18.1. Before the attention signal of the next flight or within two minutes of finishing, whichever is later, a boat may display a green flag to signal breakdown (including damage to the boat, her sails or injury to her crew) and to request a delay to the next start. She shall sail as soon as possible to leeward of the committee boat and remain there, unless otherwise directed.
- 18.2. The time allowed for repairs shall be at the discretion of the RC.
- 18.3. Except as provided in SI 18.1, after the Attention Signal, a match will not be postponed or abandoned due to breakdowns or the display of a breakdown/ damage flag.

18.4. Failure to effect repairs in the time allowed, or breakdowns after the alert signal which are not caused by another vessel required to keep clear, shall not be grounds for redress. (This changes RRS 62)

**19. SUPPORT BOATS**

Team coaches, and other support personnel (except umpires) shall stay outside areas where boats are racing from the time of the preparatory signal for the first flight to start until all boats have finished or retired or the RC signals a postponement, general recall or abandonment.

**20. RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

**21. PRIZES**

Pennants will be awarded for first, second and third place at a presentation ceremony immediately following racing. The winning skipper will have their name attached to the Ron Tough trophy which shall be presented at the S80 Assoc Annual Dinner and Prize Night.

**22. DISCLAIMER OF LIABILITY**

All persons taking part in the event do so at their own risk. The Organising Authority, its associates, volunteers and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

Skippers and crew should note Fundamental Rule 4: *The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.*

**23. INSURANCE**

All competing skippers are required to hold a current Certificate of Insurance for their boat, valid for the period of the regatta, for Third Party and Public Liability of not less than \$10 million.

## Attachment A

### Penalties for Damage Resulting from Contact Between Boats Racing

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 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 – 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 work.

### Point Penalties - to be applied without a hearing (this changes RRS C8.6);

Level	Round Robin	Semis and Finals
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.

The assessment of damage level is only for the purpose of points penalties. Any points penalty will be determined based 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.