

Richmond River Rowing and Sailing Club

SAILING INSTRUCTIONS - 2023/2024 SEASON

1. RULES:

All races shall be sailed under the "rules" as defined in the ISAF Racing Rules of Sailing 2021-24 version of RRS or as amended by ISAF. All races shall be sailed under the Special Regulations of the Australian Sailing (AS). Boats shall comply with their respective current Class Rules.

1.2 RRS 44.2 is amended in that only "One Turn Penalty" is required, including one tack and one gybe. The RRS are further amended by the addition of rule 1.4.

1.3 The organising authority is Richmond River Sailing & Rowing Club ("RRS&RC" or "the Club").

1.4 ROOM TO GYBE AT AN OBSTRUCTION

1.4.1 Hailing. A boat may hail for room to gybe and avoid a boat on the same tack. However, she shall not hail unless:

(a) she is approaching an obstruction and will soon need to make a substantial course change to avoid it safely, and

(b) she is sailing a beam reach course or below.

In addition, she shall not hail if the obstruction is a mark, not being a navigation buoy, and a boat that is laying it would be required to change course as a result of the hail.

1.4.2 Responding

(a) After a boat hails, she shall give a hailed boat time to respond.

(b) A hailed boat shall respond even if the hail breaks rule 1.4.1.

(c) A hailed boat shall respond either by gybing as soon as possible, or by immediately replying 'You gybe' and then giving the hailing boat room to gybe and avoid her.

(d) When a hailed boat responds, the hailing boat shall gybe as soon as possible.

1.4.3 Passing On a Hail to an Additional Boat

When a boat has been hailed for room to gybe and she intends to respond by gybing, she may hail another boat on the same tack for room to gybe and avoid her. She may hail even if her hail does not meet the conditions of rule 1.4.1. Rule 1.4.2 applies between her and a boat she hails.

2. SCHEDULE OF EVENTS:

Races are as scheduled in the 2023 – 2024 Sailing Calendar. Alterations to that schedule require 3 weeks notice, by email to all members. The revised Race Schedule will be named "<date> version <#>" where the number # is one more than the previous number.

3. ENTRIES:

3.1 Every boat competing shall be skippered by a Member of this Club.

3.2 All applications for entry shall be made on the prescribed sign-on form. Any boats competing, which have not completed their entry form, may not receive series points.

3.3 All boats shall be covered with adequate Public Liability and Third Party Property insurance to the sum of at least \$10,000,000 (ten million).

3.4 Entries may be received from members of other AS affiliated clubs and shall pay an entry fee, this will be deemed to satisfy Sailing Instruction 3.1. Visitors may only sail 3 races in a season without becoming a member of the club.

3.5 All members of the crew must be a Member of the club or registered with AS; a Sail Pass can be used if not registered with AS.

3.6 All Trailer Sailors competing in club races must have a working outboard and radio. Radio contact with the tower is to be made before the starting sequence begins.

4. RACE MANAGEMENT:

4.1 The Sailing Committee comprises:

- Vice Commodore (Head)
- Rescue Boat Skipper
- Commodore,
- and may include the Handicapper, Duty officer of the day and Class Reps.

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The Sailing Committee decides on the course for the day and the number of set laps and chooses the Assistant Race Manager for the season, or if not present then one for the race. The Assistant Race Manager should be a trailer sailor with a working radio and motor.

4.2 The Race Committee comprises:

- Rescue Boat Skipper
- Assistant Race Manager

The Race Committee makes decisions about race management once on the water, including shortening a course, moving a buoy, abandoning a race and management of any incidents during the race.

4.3 Boats not finishing must advise RRS&RC by signing off or as otherwise prescribed.

5. **LIABILITY:**

5.1 All those taking part in any race or series do so at their own risk and responsibility. The Club is not responsible for the seaworthiness of a vessel whose entry is accepted or the sufficiency or adequacy of its equipment. The Club reserves the right to refuse an entry.

5.2 Attention is drawn to Fundamental Rule 4 which states: -" The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

6. **NOMINATION OF SKIPPER:**

The skipper of each boat contesting a series shall be nominated on the sign-on form. No change of boat or skipper will be allowed unless special arrangements are made with the race committee. Where a person other than the nominated skipper sails the boat, the boat will constitute a valid entry for the race but will be treated as a non-starter for the purpose of any series point score. The helmsperson need not be the skipper.

7. **BREIFING:**

A mandatory briefing for all helmspersons or crew will be held at approximately 12:30 hrs each race day in the clubhouse.

8. **SIGNING ON:**

Helmspersons or Crew shall sign in on the appropriate sheet, including names of all crew members prior to 12:30pm. Race fees must be prepaid on line or a sail pass used.

9. **NOTICES TO COMPETITORS:**

Notices to competitors will be posted on the Official Notice Board located in the clubhouse.

10. **CHANGES TO SAILING INSTRUCTIONS:**

10.1 Any change in Sailing Instructions, including course changes will be posted on the Official Notice Board before 1100 hrs on the day it will take effect. A change in Sailing Instructions (agreed by the Committee) may also be emailed to members at least 24 hours before the start of a race it will effect.

10.2 Any race may be cancelled or altered if in the view of the race committee or club committee insufficient safety officers are available to run the event or significant events make cancelling the race desirable or necessary.

11. **HANDICAPS:**

11.1 For championship races, competitors will be handicapped by an application of the AS yardstick applicable to their class. The nominated yardstick may be varied by the handicapper in accordance with the guidelines published by the AS or as decided by the Race Committee (RC). If the A does not publish a yardstick for a class, the handicapper/RC may determine the yardstick to apply.

11.2.1 All Trailable Yachts & Sports Boat, are welcome to enter the Championship Series, whether they are rated by an independent body [AS, YRSA etc] or not.

11.2.2 The Championship Series is based on listed AS CBH ratings, except that non-spinnaker boats will receive a 4.5% discount rating on the spinnaker version of that boat rather than the AS stated rating. If a yacht/Sports Boat does not have an AS CBH, then the RC will determine a rating for the Series. That rating will exist for the duration of the Series. The RC may amend the allocated "CBH" if it feels it is incorrect after 2 or 3 races [not retrospective].

11.2.3 If the specifications of any boat changes through the Series, then the handicapper may amend that boat's rating.

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- 11.2.4 If a Yacht/SB elects to sail the Series without "extras" [that is all extras except a whisker pole], then the RC may allocate a Series rating to suit.
- 11.2.5 Having elected to sail the Series with "no extras", a yacht may not compete with extras in that Series, even on a higher "CBH".
- 11.2.6 Having elected to sail the Series with "extras" as per it's AS or Club allocated CBH, it may not request redress to a "no extras" rating if it chooses to sail no extras for the "day".
- 11.2.7 A yacht may change from "no extras" to "extras" or vsv through the Series, if the RC agrees with the individual circumstances for the change. This will not make it a "new boat" in the Series.
- 11.2.8 No boat will sail "one-up" in theailable yacht division of the Championship Series.
- 11.3 For handicap races a personal handicap will be determined according to an arbitrary method agreed to by the Race Committee.

12. RACE AREA:

The race area shall be the lower reaches of the Richmond River.

13. MARKS:

Marks will be orange or pink spherical marks, unless specific channel markers are indicated at the race briefing.

14. THE COURSE:

- 14.1 The course for each division will be nominated from the standard set of courses.
- 14.2 The number of laps in a course may be determined by either the elapse of time or by predetermining the number of laps. Which of these applies for each division will be displayed with the course announced at the briefing.
- 14.3 The race will be finished for elapsed time divisions when it is judged that the first boat will finish as close to the target time as possible. In these divisions, all boats must pass through the finish mark on every lap. A hooter or other sound will be made as each boat is finished. It is the responsibility of each boat to complete as many laps as the first boat in their division.
- 14.4 Without limiting the discretion given to the race committee by the foregoing, it is generally intended that the Gennaker, Skiff and Trailer Divisions will endeavour to sail a course consisting principally of windward and return legs whereas the Monohull and Cat Divisions may adopt the more traditional pattern of club courses. Because the course that might be set for the day will need to take into account the direction of the wind, the limitations of the river, the number of competitors in each division and the resources available to the club to run the race, no protest may be based upon the wording of this sub-clause. A single hulled unballasted boat may choose which of these divisions it sails with on any day regardless of whether it carries a Gennaker, but each division will have a separate point score for each series. Points cannot be carried from one division to the other.
- 14.5 The course may be shortened for the divisions using predetermined number of laps by agreement of the Race Committee. It can be achieved by the display of the (shortened course) S flag on a small float attached to the designated buoy. The shortened course float and flag become a mark of the course. The lead boat and those on the same lap will then take the prescribed rout to the finish after rounding that mark. Boats that have been lapped will complete the same number of laps as the lead boats then go to the finish after rounding the buoy indicated on the chosen course map. The rescue boat need not be on station at any mark after deploying the S flag, provided reasonable efforts are made to ensure all competitors become aware of the change. (For this purpose "designated buoy" is a reference to the buoy nominated by briefing as the buoy around which the requisite number of turns will be counted.)

15. STARTING PROCEDURE:

- 15.1 Divisions will be started in accordance with RRS 26; Boats shall not start later than 9 minutes after their starting signal. The starting sequence shall consist of a 3 minute sequence:
 - a) Division flag Displayed 3 min
 - b) Preparatory up 2 min
 - c) Preparatory Removed 1 min
 - d) Division Flag Removed START

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15.2 Divisions may be started in the following order: -

Division	Flag	START TIME (approx)
Catamarans	C	1330
Skiffs	f	1333
Gennakers	Number 1 pennant	1336
Monohulls	M	1339
Trailable Yachts	T	1342

15.3 The starting order may be changed at the discretion of the Rescue Boat Skipper and divisions may therefore start before their nominated time above. Please watch the signals. This is not grounds for protest or redress.

15.4 Except for the Number 1 pennant used by the Gennaker division and the Formula Fifteen flag (a black gennaker silhouette on a grey background) used by the Skiff division, the division flags consist of a white flag with the letter displayed in black.

15.5 Where there is to be a handicap pursuit start, this will be announced at the briefing and the following will apply:-

- All divisions will be started together as part of a single start sequence.
- Prior to the start of the first boat, the signals specified in RRS 26 will be displayed
- The first boat will be started at approximately 1330
- Thereafter boats will start in accordance with their predetermined handicap times as announced at the briefing and counted down by the starter on the beach.
- Where a cat, gennaker or mono starts ashore, at least one crew person will be out of the boat to start.

16. STARTING LINE:

The Starting Line for all divisions will be between the signal mast on the Committee Vessel and the starting mark which can be either the port or starboard end. The signal mast on the committee boat shall be the staff displaying the Class Flag.

17. RECALLS:

- 17.1 Individual Recalls: Shall be in accordance with RRS 29.1. Boats on course side of the starting line MAY be identified by voice.
- 17.2 General Recalls: Shall be in accordance with RRS 29.2

18. KEEPING CLEAR OF THE STARTING LINE:

- 18.1 Boats whose Preparatory Signal has not been made shall keep clear of the starting area and of boats whose Preparatory Signal has been made, the Race Officer may advise boats not starting, by hailing them.
- 18.2 Boats racing must keep clear of the starting line when other divisions are still starting.

19. PROHIBITED WATER (RANKS AS AN OBSTRUCTION)

- 19.1 All Navigational Marks shall be passed on their designated side except the red navigation mark opposite Fisheries Creek No 014 and the next one West of that. This may be varied at the briefing.
- 19.2 RS 100s are exempt from obeying any Navigational Marks on the river. 19.1 Does not apply to them.

20. FINISHING LINE:

- 20.1 The Finishing Line for all divisions will be between the radio mast on the clubhouse tower and the finishing mark and shall be passed from the direction of the last mark or will be indicated at the briefing.
- 20.2 On courses that do not require crossing the finish line each lap, it is not permitted to cross the finish line unless the boat is finishing.
- 20.3 Boats must not pass the wrong way through the finish line during the race.
- 20.4 When not required to cross the finish line by the course or sailing instructions, the finish line is an obstruction while racing.
- 20.5 Boats which have finished or are withdrawing from the race may cross the finish line in either direction to get to the beach, so long as they do not interfere with boats that have not finished.

21. TIME LIMIT:

The Time Limit for all divisions will be two hours and 30 minutes from the Starting Signal of that division. Boats finishing more than sixty (60) minutes after the first boat finishes, or after the Time

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Limit, whichever is later, will be scored "Did Not Finish". The time limit does not apply for passage races.

22. PROTESTS:

- 22.1 All protests and requests for redress shall be lodged in accordance with RRS 60, 61 and 62 and shall be delivered to the Race Committee within one hour of her finish. A boat not finishing shall submit a protest or request for redress within one hour of the incident.
The one hour time limit will not apply to a protest alleging that a boat has not completed the required course. Such a protest must be made by the later to occur of
- The start of the next club race
 - 24 hours after the posting by email to members of the results of the race
- 22.2 Initially protests may be heard by "mediation" held as soon as possible after lodgement of a protest. The mediator will meet with the protestor and protestee and conduct a mediation hearing as fully described in Sailing Instructions 23.
- 22.3 Protests will be heard at the Clubhouse in the order of receipt if practical. For all Class and Division Races, protests may be heard as soon possible after the finish of protest time. A notice will be posted on the Club's Official Notice board after the finish of protest time to inform competitors where and when there is a hearing in which they are parties to protest or named as a witness. These notices are deemed to fulfil the requirements of RRS 63.2 and RRS 63.3(b).

23. PROTEST MEDIATION:

- 23.1 A mediation hearing may be conducted for all protests lodged in accordance with RRS 61, which allege an infringement of RRS Part 2 or Part 4. Such hearings will be held subsequent to protest being lodged and prior to the protest hearing.
- 23.2 The time and place of the hearing will be decided by the mediator and such advice may be given verbally. One representative of each boat shall attend the hearing and no witnesses shall be allowed. The mediator shall decide the manner in which the testimony is given.
- 23.3 The mediator will be appointed by the Protest Committee and may be a member of a subsequent Protest Committee. Should the protest proceed to a protest hearing then the mediator may be called as a witness at that hearing.
- 23.4 After taking testimony at a mediation hearing the mediator shall make one of the following conclusions: -
- a) The protest does not comply with RRS 61 and the protestor may withdraw the protest.
 - b) The protest shall proceed to a protest hearing. (This may be because RRS other than Part 2 or Part 4 are involved, or because evidence is too complex or divergent to reach a reasonable conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the mediator)
 - c) There was no infringement and the protestor may withdraw the protest.
 - d) There has been an infringement by one or more boats involved, the infringing boat(s) may accept scoring points equal to the finishing place midway between the boats actual finishing place and a disqualification, and if so, accepted the protestor shall withdraw the protest. (Half points shall be disregarded and the points of other boats shall not be adjusted).
- 23.5 A mediation hearing shall not be reopened. Conclusions of a mediator shall not be subjected to appeal nor be grounds for redress.

24. SCORING:

- 24.1 For each Championship, Handicap, the Low-Point Scoring System, Appendix A of the racing rules will apply except A4.2 & A9. This is replaced with the following:
- DNC (Did not contest race) or DNE (Disqualification Not Excludable) scores points = number of boats in that race plus 2
 - DSQ or OCL (Disqualified or On course side of line) = number of boats in race plus 1
 - DNF or DNS (Did not finish race or did not start) scores points = number of boats in race plus 1
- Four races are required to constitute a series.
- 24.2 For Championship Series, when 7 races have been sailed then one discard is allowed, when 9 races have been sailed two discards are allowed, when 12 or more races have been sailed three discards are allowed.
- 24.3 For the Handicap series, for every three races sailed one discard is allowed, up to a maximum of 10 discards, so that after 3 races, one discard is allowed and after 30 races, ten discards are allowed.

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Every race will be included in the Handicap series, including Championship series races and the first race of the day in sprints.

- 24.4 To be included in a Club point score a boat must compete in at least 40% of the programmed point score races for its class or division.
- 24.5 Any competitor included on the duty roster or competing in away events on application to the Race Committee may receive average points for their series (excluding discarded races), for the races held on the days rostered for duty, or representing the club, provided that the competitor performs such duty, or provides evidence of participation.
- 24.6 Any competitor not able to attend a race due to Stay at Home or Public Health Orders may receive average points for their series (excluding discarded races), for the races they miss.

25. COACHING:

- 25.1 Any person may coach novice competitors but only if approval has been given by the Race Officer.
- 25.2 Coaching of such competitors does not constitute grounds for protest under RRS 41 (Outside Help).

26 PRIZES:

26.1 Competitions are as follows

- Club championship: Trophies awarded for 1st, 2nd 3rd on Yardstick in each division.
- Handicap Series races: Trophies awarded on personal handicap for 1st, 2nd 3rd for each division.
- Ivan Bathgate Memorial Race: Trophies for 1st in each division on yardstick.
- Nick Pete Memorial Race: Trophy for 1st in the fleet, on yardstick if we sail the same course.
- Class Trophies: for 1st on yardstick in championship races if there are five or more boats competing in that class during championship races.
- Commodore's Trophy: To be eligible for the trophy a boat must have the lowest pointscore based on Yardstick for their division. Also taken into consideration is the number of boats in the division and the quality of competition in that division. If a committee member is eligible for the award then they can't be involved in the decision. If there is a tie it will be resolved in accordance with RRS A8.