



**HARKEN WOMEN'S
INTERNATIONAL MATCH RACING
CHAMPIONSHIP 2011
22-25 March 2011
Sailing Instructions**



Abbreviations:

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

1 RULES

- 1.1 The event will be governed by
- (a) The 'rules' as defined in the RRS of the International Sailing Federation, including Appendix C.
 - (b) The special regulations of YA.
 - (c) The rules for the Handling of Boats (SI appendix B), which also apply to any practice sailing. Class rules will not apply.
- When there is conflict the Sailing Instructions shall prevail over the NoR (Amends RRS 63.7).

- 1.2 Add to RRS 41: (e) help to recover from the water and return on board a crew member provided the return on board is at the approximate location of the recovery.

- 1.3 Delete RRS C8.6 and replace with: When the match umpires, together with at least one other umpire, decide that a boat has broken rule 14 and damage resulted, they may impose a points penalty as described in SI Appendix D, without a hearing. The competitor shall be informed of the penalty as soon as practicable and, at the time of being so informed, may request a hearing. The protest committee shall then proceed under rule C6.6. Any penalty decided by the protest committee may be more than the penalty imposed by the umpires. When the umpires decide a penalty greater than that described in SI Appendix D is appropriate, they shall act under rule C8.4.

2 ENTRIES and ELIGIBILITY

- 2.1 Only teams invited by the OA will be eligible to enter the event.
- 2.2 To remain eligible the entire crew shall complete registration, pay any entry fee, deposit AUD\$600 for damage and complete crew weighing, all between 0900 - 1600 hrs on Tuesday 22 March 2011 unless extended by the OA.
- 2.3 The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper will be required to restore the deposit to the original value to maintain eligibility.
- 2.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.5 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.6 When a registered skipper is unable to continue in the event, the RC may authorise an original crew member to substitute.
- 2.7 When a registered crew member is unable to continue in the event, the RC may authorise a substitute, a temporary substitute or other adjustment.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located outside the YSA, at the CYCA.
- 3.2 Signals made ashore will be displayed from the YSA Flagstaff located on the top verandah of the YSA.
- 3.3 Skippers shall attend the first briefing which will be at 0830 hours on Wednesday 23 March on the CYCA deck, unless excused by the OA.
- 3.4 The first meeting with the umpires will follow the first briefing on the CYCA deck.
- 3.5 A daily morning meeting will be held at 0830 hours on the CYCA deck.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 (a) The event will be sailed in Elliott 6 type boats.
(b) The sails to be used will be allocated by the RC.
- 5.2 The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals shall have the following meaning:
- | | |
|-----------------------------|------------------------------------|
| <u>Signal</u> | <u>Sail combination to be used</u> |
| No signal | Full sails (Main, Jib & Spinnaker) |
| International Code Flag 'J' | No Spinnaker to be used |
- 5.3 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.5 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION and ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by the bow number.
- 6.2 Boats will be drawn for Stage 1 on Tuesday 22 March at 1730hrs in the CYCA and thence each day at the umpires debrief for the following day or at the beginning of each stage as decided by the RC.

7 CREW

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

7.2 The maximum total weight determined prior to racing shall be 272kg, when wearing at least shorts and shirts.

8 EVENT FORMAT AND STARTING SCHEDULES

8.1 The event format is detailed in SI Appendix A.

8.2 The racing days are scheduled as 23, 24 & 25 March 2011.

8.3 The intended time of the first attention signal will be 1015 hours.

8.4 The latest time for an attention signal on the last day of racing will be 1530 hours.

8.5 The number of matches to be sailed will be determined by the RC.

8.6 (a) The RC may terminate any round of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
(b) Add RRS C10.3(b): 'When a single round robin is terminated before completion the highest score shall be determined as the average points scored per match sailed by each competitor, unless one or more competitor has completed less than one third of the scheduled matches when the entire round robin shall be disregarded and if necessary the event declared void.'

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

9 RACING AREA

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

9.2 Boats shall not sail between any two adjacent yellow buoys bounding the naval waters in the vicinity of Garden Island. A breach of this rule is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2

10 COURSE

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

Mark W o

Mark L o

Start/Finish Line o ----- o

(b) **Course signals and course to be sailed.**

Course signals will be displayed from the RC boat, at or before the warning signal. Marks W and L shall be rounded to Starboard

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

(c) **Description of Marks**

The RC boat will be identified by a white flag with 'CYCA' in black.

The starting/finishing line mark will be a black & white check inflatable mark

Mark W and Mark L will be white inflatable marks.

The replacement mark will be an orange or purple inflatable mark.

NB: Marks may also have Harken signage on them.

10.2 **Starting/Finishing Line**

The starting/finishing line will be a straight line between the course side of a black and white check inflatable mark and a white flag with 'CYCA' in black on the flag mast on the RC boat.

10.3 **Abandonment and Shortening**

- (a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

11 **BREAKDOWN and TIME FOR REPAIRS**

11.1 Before the attention signal of a flight or within two minutes of finishing, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC boat and remain there, unless otherwise directed.

11.2 The time allowed for repairs shall be at the discretion of the RC.

11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.

11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 **STARTING PROCEDURE**

12.1 Flag F (Attention Signal for a Flight) shall be made at 7 minutes. This amends RRS C3.1.

12.2 Match warning signals will be numeral pennants.

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

12.4 When a match cannot start at its intended time, the signals and starts of the following matches shall remain as originally scheduled, leaving a blank start for the pair not starting. A pink flag shall be displayed as the preparatory signal for a blank start.

13 **CHANGE OF POSITION OF THE WINDWARD MARK**

13.1 Changes to the course will be made by setting a replacement mark W.

13.2 **Change of Course Signals (Amends RRS 33 and Race Signals)**

- (a) Flag C and a coloured flag means the windward mark has been moved. Sail to a mark the same colour as the flag.
- (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

13.3 **Signalling vessel**

- (a) When a change of course is made for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it shall be displayed from a boat in the vicinity of mark L. The signal shall be followed by a series of repetitive sound signals.

14 **TIME LIMIT**

A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

15 **COACH BOATS**

- (a) 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.
- (b) The OA will provide berths for visiting coach boats on request.

- (c) Any interference by a coach or coach boat with the racing or event organisation may result in a penalty applied at the discretion of the event umpires to the appropriate skipper or team.

16 PRIZES

- (a) A perpetual trophy will be presented to first place and other trophies to first, second and third placed teams at the prizegiving after the conclusion of the event.

17 DISCLAIMER

All those participating in the event do so at their own risk and responsibility. Competitors must acknowledge this prior to competing, and release the OA and its sponsors and their respective officers, employees, volunteers and members from all liability by signing a form provided by the OA.

Specific attention is drawn to RRS Fundamental Rule 4, which states:

“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

SI APPENDIX A - EVENT FORMAT

EVENT FORMAT

STAGE 1 –Round Robin One

- (a) Each skipper sails each other skipper once
(b) All skippers will go through to Stage 2.

STAGE 2 –Round Robin Two

- (c) Each skipper sails each other skipper once
(d) The four highest scoring skippers will go through to Stage 4. All other skippers will go through to Stage 3 only.

STAGE 3 – Placings 5-10

- (a) Each skipper in positions 5-6, 7-8, 9-10 will sail each other skipper in positions 5-10.
(b) The first skipper to score two wins in each of these matches will be awarded the higher overall place.
(c) The highest ranked skipper from Stage 2 in each match will be starboard entry first.

STAGE 4 – Semi Final – Place 1st to 4th

- (a) Boats may be redrawn for Stage 4. Skippers shall retain drawn boats for the entire Semi Final stage.
(b) The skipper finishing first in Stage 2 shall choose their opponent from competitors finishing 2nd to 4th in Stage 2. The remaining two skippers shall race each other. The highest ranked skipper from Stage 2 in each match will be starboard entry first.
(c) The first skipper in each of these matches to score at least two points shall proceed to the Final and the other skippers shall sail for 3rd and 4th place.
(d) Skippers shall alternate assigned ends for each match.

STAGE 5 – Finals and Petit Finals

- (a) The two winners from Stage 4 shall race each other in the Final, the other two shall race each other in the Petit Final.
(b) Boats may be redrawn for finals and petit- finals. Skippers shall retain drawn boats for the entire Final stage..
(c) The highest ranked skippers from Stage 4 in each match will be starboard entry first and skippers shall alternate assigned ends for each match.

- (d) The first skipper to score at least three points in the Final shall be the regatta winner, the other skipper shall be awarded 2nd place.
(e) The first skipper to score at least two points in the Petit Final shall be awarded 3rd place, the other skipper shall be awarded 4th place.

SI APPENDIX B - HANDLING THE BOATS

1. GENERAL

While all reasonable steps are taken to equalise the boats variations will not be grounds for redress. This changes RRS 62.

2. PROHIBITED ITEMS and ACTIONS

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

- (a) Any additions, omissions or alterations to the equipment supplied.
(b) The use of any equipment for a purpose other than that intended or specifically permitted.
(c) The replacement of any equipment without the sanction of the RC.
(d) Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
(e) Moving equipment from its normal stowage position except when being used.
(f) Boarding a boat without prior permission.
(g) Taking a boat from its berth or mooring without having permission from the RC, or on race days, while "AP" is displayed ashore.
(h) Hauling out a boat or cleaning surfaces below the waterline.
(i) Using a flattener as a reef.
(j) Attaching lines to the fabric of spinnakers.
(k) Perforating sails, even to attach tell tales.
(l) Radio transmission (including mobile telephones) while racing.
(m) Adjusting or altering the tension of standing rigging.
(n) The use of electronic instruments other than compass and watches.
(o) Omitting any headsail car or turning block before sheeting.
(p) Marking directly on the hull or deck with permanent ink.
(q) Any adjustment to the spinnaker bags or their attachments.
(r) Using the spinnaker pole to wing out the foresail
(s) Other than registered crew, making adjustments to sails, fittings and running rigging.
(t) The use of the shrouds above the lower bottle screw to facilitate tacking or gybing, or to aid the projection of a crew member outboard, is prohibited.

A breach of Appendix B 2 (t) is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

3. PERMITTED ITEMS and ACTIONS

The following are permitted:

3.1. Taking on board the following equipment:

- (a) Basic hand tools
(b) Adhesive tape
(c) Line (elastic or otherwise of 4 mm diameter or less)
(d) Marking pens
(e) Tell tale material
(f) Watch, timers and hand held compass
(g) Shackles and clevice pins
(h) Velcro tape
(i) Spare flags

3.2. Using the items in 3.1 to:

- (a) Prevent fouling of lines, sails and sheets

- (b) Prevent sails being damaged or falling overboard
- (d) Mark control settings
- (e) Make minor repairs & permitted adjustments
- (f) Attach tell tales
- (g) Make signals as per Appendix C6 or take bearings and timing

4. MANDATORY ITEMS and ACTIONS

The following are mandatory:

- 4.1. The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters that could cause damage or disadvantage to the boat in future matches. Failure to submit a damage report on any day will result in a \$50 deduction from the crews damage deposit
- 4.2. At the end of each sailing day:
 - (a) Folding, bagging and placement of the sails as directed
 - (b) Leaving the boat in the same state of cleanliness as when first boarded that day.
- 4.3. At the end of the day for a particular boat, removing all trash and removing all tape and marks.
- 4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- 4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- 4.6 A breach of items 4.2 and 4.3 will be considered damage and the cost of rectification will be deducted from the damage deposit.

SI APPENDIX C - EQUIPMENT LIST

- 1. The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

SAILS and SAILING EQUIPMENT

- Mainsail and set of battens
- Headsail
- Spinnaker
- One spinnaker pole
- One spinnaker sheet
- One headsail sheet
- Tiller extension
- Two jib cars
- Boat identification flags – 2 yellow, 2 blue
- Y flag
- Green damage flag
- Red flag

SAFETY GEAR

- One bucket and lanyard
- Two paddles
- Tow rope
- Three/four life jackets

SI APPENDIX D – MATCH RACING 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.

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 after a points penalty has been 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.