



REDBACK SAILS

SAILING INSTRUCTIONS

Southern NSW Sabot Zone

Championships 2019

Sailing Instructions

Saturday 23rd March 2019 - Sunday 24th March 2019

Organising Authority:

Southern NSW Sabot Sailing Association Inc.

In Conjunction With:

Narrabeen Lakes Sailing Club

To be held at:

**Narrabeen Lakes Sailing Club
Jamieson Park, The Esplanade,
Narrabeen, NSW**



SAILING INSTRUCTIONS

1. RULES

- 1.1. The Regatta will be governed by the rules as defined by the current Racing Rules of Sailing.
- 1.2. The Prescriptions and Special Regulations of Australian Sailing (AS), Australian Sailing Special Regulations Part 2, for Off the Beach Boats will apply.
- 1.3. The Sabot Class Rules will apply. These rules are the Constitution, Bylaws, Rules of Measurement, Builders Guide of Sabot Class Dinghies in Australia – Revision AB Issued 21/12/2015 by the Australian National Sabot Council.
- 1.4. Subject to the approval of the Race Committee a boat may charter or use a sail which may be different from the registered number of the hull provided that the number declared shall not be the sail number of any other boat competing in the regatta (References RRS 77, Appendix G3).
- 1.5. Each Sabot entered in the Junior Division (2-UP) in the Regatta shall display on its transom the numeral two in contrasting colour to the hull, minimum 50mm high with at least an 8mm-brush stroke.

2. NOTICES TO COMPETITORS

- 2.1. Notices to Competitors will be on the Official Notice Board at the Narrabeen Lakes Sailing Club.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1. Any changes to the sailing instructions (SI's) will be posted at least 30 minutes before the time of the first warning signal of the day.

4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the flagstaff at the Narrabeen Lakes Sailing Club.
- 4.2. When flag "AP" is displayed ashore "1 minute" is replaced with "not less than 20 minutes: in the Race signal AP" (amends Race Signals)

5. SCHEDULE

Saturday 23rd March

9:00 am – 11:00 am - Registration, Safety Inspection and rigging

11:00 am - Competitor Briefing

12:00 pm - SNSW Zone Championship Race 1, followed by Zone Championship Races (as many as practical) with no warning Signal after 15:30 pm

Sunday 25th March

9:00 am – 10:00 am - Registration, Safety Inspection and rigging

10:00 am - SNSWSSA Annual General Meeting (NLSC clubhouse)

12:00 pm - Zone Championship Races (as many as practical) no warning signal after 15:30

16:30 pm - Presentation and BBQ – NLSC clubhouse

6. NUMBER OF RACES

No more than 4 races per day for the Senior Sabot (1 Up), Junior Sabot (2 Up) and Green Fleet Sabot.

7. DIVISION FLAGS

Senior Sabot (1 Up) will be White flag with Green Sabot insignia

Junior Sabot (2 Up) will be Blue Flag with White Sabot insignia

Green Fleet flags will be shown to all sailors at the briefing

8. RACING AREA

The courses will be in the Narrabeen Lakes Western Basin and Central Basins, as instructed at the competitor briefing.



9. THE COURSES

9.1. The course will be set within the region of the designated racing area.

9.2. Please see Appendix A for approximate positions of the rounding marks, the courses, the order in which marks are to be passed and the side on which each mark is to be passed.

9.3 For the Senior and Junior Sabot divisions, a course board indicating the course configuration and number of laps to be sailed will be displayed on the Start Boat at or before the warning signal for each race.

9.4 A red flag will be displayed on the Start Boat at or before the warning signal for each race to indicate that the first mark will be rounded to Port. A green flag will indicate that the first mark will round to Starboard.

9.5 For the Green Fleet division, the course will be of a windward/Leeward configuration with the Start/Finish Line positioned approximately in the middle of the course and a number indicating the number of laps will be displayed from the Start Boat. All marks will be rounded to port.

10. MARKS

10.1 Senior/Junior Divisions: Course marks will be staff marks displaying a yellow flag.

10.2 Green Fleet: Course marks will be staff marks displaying a green flag.

10.3 Senior/Junior Divisions: The starting and finishing marks will be a staff mark displaying an orange flag.

10.4 Green Fleet: The starting and finishing marks will be a staff mark displaying code flag N.

11. AREAS THAT ARE OBSTRUCTIONS AND PROHIBITED AREAS

11.1. All navigation marks are obstructions and shall be passed on their designated side.

12. THE START

12.1. Races will be started using rule 26 as follows:

Signal	Visual Signal	Sound Signal	Time to Starting Signal
Warning Signal	Display of Division Flag	1 sound	5 minutes
Preparatory Signal	Display of P, I, U or Black flag	1 sound	4 minutes
Preparatory Signal	Withdrawn Display of P, I, U or Black flag	1 sound	1 minute
Starting Signal	Lowering of Division flag	1 sound	0 minutes

12.2. The starting line:

The start line will comprise the Committee Boat marking the Starboard end and a staff mark displaying an orange flag (Senior/Junior) or code flag N (Green Fleet) at the port end of the line. The start will be located to windward and in the vicinity of the bottom mark of the course.

12.3. Prior to her Preparatory signal, a boat shall keep clear of and not interfere with a boat about to start or which has started. Attention is drawn to RRS 24.

12.4. A boat starting later than 10 minutes after her starting signal may be scored 'Did Not Start' (DNS) unless the Race Committee deems otherwise

12.5. If flag U has been displayed as the preparatory signal, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before the starting signal. If a boat breaks this rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or re-sailed or postponed or abandoned before the starting signal. The scoring abbreviation for a flag U penalty is UFD.

13. THE FINISH

13.1. The finishing line: will be to windward and in the vicinity of the bottom mark and comprise the Committee Boat at the Starboard end and a buoy with an orange flag (Senior/Junior) or code flag N (Green Fleet) at the Port end of the finish line.

14. TIME LIMIT

14.1. The Time limit will be 60 minutes for all Divisions.

14.2. Where one or more boats finish within the time limit, subsequent boats will be finished for a further 20 mins from the finishing time of the first boat or until the expiry of the time limit.

14.3. Boats in the Senior and Junior division failing to finish within 20 minutes after the first boat finishes will be scored SRS and scored as the total number of finishers +1.

14.4 Boats in the Green Fleet division failing to finish within 15 minutes after the first boat finishes will be finished on course and awarded points equal to the position they were in when the time limit expired (This amends RRS 41).

14.5. The Race Committee will advise boats whose time limit has expired that they should return to the starting area (or return to shore following the last race of the day). If finished on course, boats are to proceed directly to the Start line in preparation for the next race. (i.e. No need to complete the rest of the course.) This amends RRS 41. Failure to advise a boat that her time limit has expired shall not be grounds for redress. This amends RRS 60.1(b)

15. ADVERTISING AND CONSENT TO USE IMAGES

15.1. By entering the Regatta competitors are consenting to: being photographed and/or videotaped whilst sailing or racing and/or using the Regatta facilities; and to the use, reuse, publication and reproduction of such images in any media, in conjunction with the competitor's name or not, without compensation and without the competitor's approval of such images or any use thereof.

15.2 Boats may be required to display advertising chosen and supplied by the organizing authority.

16. DECISION TO RACE

16.1. It is the competitor's decision to enter the Regatta or to start and continue in any race; see RRS 4, Decision to Race.

17. BRIEFING

17.1. All competitors shall attend the briefing.

18. MEASUREMENT, CHANGE OF CREW AND EQUIPMENT

18.1. Boats shall comply with all relevant ANSC rules and YA Safety Regulations.

18.2. Boats shall complete safety checks prior to registration.

18.3. Boats shall use only a single hull and sail, and a single set of spars and foils throughout the Championship.

18.4. The Organising Authority may carry out measurement checks at any time.

18.5. Applications to substitute equipment due to damage or loss must be submitted to the Race Committee in writing at the first reasonable opportunity and prior to the protest time limit on the day it was first used. Replacement equipment must be presented to the measurer, and if accepted, approval will be given in writing and displayed on the official noticeboard.

18.6. Changes of crew may be permitted at the discretion of the Race Committee on application in writing.

19. PENALTY SYSTEM

19.1. In the Junior and Senior Sabot divisions, the Two-Turns Penalty System as outlined in RRS44.1 will be in use.

20. PROTESTS AND REQUESTS FOR REDRESS

20.1. Competitors must notify the Race Committee as soon as practical after the race and before going ashore of their intention to protest. If the Race Committee on water is not notified of an intent to lodge a protest, then the protest will not be heard. This changes rule 60.

20.2. Protests shall be written on forms available at the Regatta Office and delivered there within 60 minutes after the time of the last boat to finish the last race of the day.

20.3. Notices will be posted on the Official Noticeboard within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

20.4. Protests of infringements of SI's Safety (26), Support Boats (23), and Electronic communication (24) may only be brought by the Race Committee. This alters RRS 60.1

21. ARBITRATION PROCEDURE

21.1. See Appendix 2.

22. SUPPORT BOATS – SPECTATOR BOATS

22.1. All spectator and support boats are to register during the registration period, and to attend a support boat briefing immediately after the sailor's briefing.

22.2 Unless directed by the Race Committee, or to render immediate assistance in the interest of safety, team leaders, coaches and other support boats including Spectator Boats shall not enter the course area or approach any boat within 50m, from the warning signal for the first division to start until all boats have finished or the Race Committee signals a postponement, general recall or abandonment.

22.3. When the wind is less than 10 knots all team leaders, coaches, and other support vessels shall not exceed 5 knots within 200m of the area where boats are racing. All vessels (coach and support) shall not create wake at any time when they are within 100m of the starting area.

23.4. The penalty for failing to comply with the requirements in Support Boats (23) may, after protest, be the disqualification of all boats associated with the infringing support personnel. Refer Rule 64.1.

23. ELECTRONIC COMMUNICATIONS

23.1. No Competitor shall have on board any electronic communication device within 1 hour of that divisions earliest scheduled warning signal and for the duration of that competitor's race.

24. SCORING

24.1. Three races must be completed to constitute a series.

24.2. The number of races to count shall be as follows: (a) When less than 5 races are completed, a boat's series score will be the total of her race scores and (b) When from 5 to 6 races are completed, a boat's series score will be the total of her race scores excluding her worst score.

24.4. A boat that did not finish shall be scored a score of the number of boats that finished + 1.

25. SAFETY

25.1. Signing On. Boats shall sign on prior to going afloat by personally signing the sign-on' sheet at the clubhouse.

25.2. Retirement Afloat. Any boat that retires shall notify a member of the Race Committee as soon as possible, and "Sign Off" as soon as possible after going ashore.

25.3. Signing Off. Boats shall "sign off" as soon as possible after returning to shore, by personally signing the 'sign-off' sheet.

25.4. A boat that does not "sign on" may be scored DNC for the first race of the day without a hearing (amends RRS 63.1).

25.5. A boat that does not "sign off" may be scored DNF for the last race of the day without a hearing (amends RRS 63.1).

25.6. Abandonment in adverse weather. In the event racing is abandoned due to adverse weather conditions, all competitors must proceed directly to the rigging area and sign off.

25.7. Patrol Boats and Support Boats. Competitors in difficulties are requested to respect the instructions of the official and support boats.

26. WIND SPEED LIMIT, SEA AND WEATHER CONDITIONS

26.1. If in the opinion of the Race Officer (RO) weather conditions are unsuitable for racing, the RO may postpone or abandon racing.

27. DISCLAIMER OF LIABILITY

27.1. 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.

27.2. 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:

- RRS 46 and it is the responsibility of the person in charge of the boat to ensure that the crew complies with RRS 56;
- The Australian Sailing Special Regulations;
- 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;
- The organising Authority is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment;
- 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 below;
- The person who signs and lodges the entry form with the Organising Authority, acknowledging receipt of the risk warning below and releasing the Organising Authority from any claim or liability whatsoever for any harm or personal injury suffered by him, or by any person claiming through him, in any event conducted by the Organising Authority
- 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".
- Narrabeen Lakes Sailing Club, the Sabot Class Associations, 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.
- The Organising authority and any other party involved in the Organisation of the Championship will to the extent permitted by law, accept no liability whatsoever for any injury, damage, loss or claim, whether personal or material, incurred or inflicted to participants before, during or after the Championships.

28. RISK WARNING

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. As an indication, these risks may include but are not limited to:

- a) The extremes of weather and sea conditions. The potential that control of vessels may be lost,
- b) Resulting in collision with objects and other vessels.
- c) The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- d) The possibility that participants may be injured by equipment on the vessel.

- e) The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- f) Exposure to the elements for extended periods.
- g) Narrabeen Lakes Sailing Club, Southern NSW Sabot Sailing Association, and NSW Roads and Maritime Services also warn participants that regardless of their best intentions, they 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 the 2019 Sabot Zone Championships.
- h) Participants are also advised that although Narrabeen Lakes Sailing Club are 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.

29. RMS MARITIME - YACHT PERSON'S BRIEF Be Safe!

- Observe Collision Regulations and in particular Rule 1 (b) and Rule 2(a)(b) i.e.: Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger. What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.
- For coaches and support craft – Your vessel should be registered otherwise if involved in an accident you may not be covered by insurance and there could be severe penalties arising under NSW law.

FURTHER INFORMATION

Please contact: Anthony Johnston – NLSC – anthony.johnston@optusnet.com.au

APPENDIX 'A' – Racing Courses

Courses are shown in 'port' configuration and are indicated by a RED flag flown on the start boat. When a 'starboard' course is to be indicated, a GREEN flag will be flown on the start boat and the course shall be a mirror image of the port course.

Course configuration to be sailed will be displayed on the start boat. The course shall be sailed in a lap, windward return, lap, windward return order. Number of Laps/Hotdogs will be displayed on the start boat. This number indicates the number of times you will round mark 1 throughout the race.

"△" Course

Note: 'Port' course shown – 'starboard' course will be a MIRROR image.

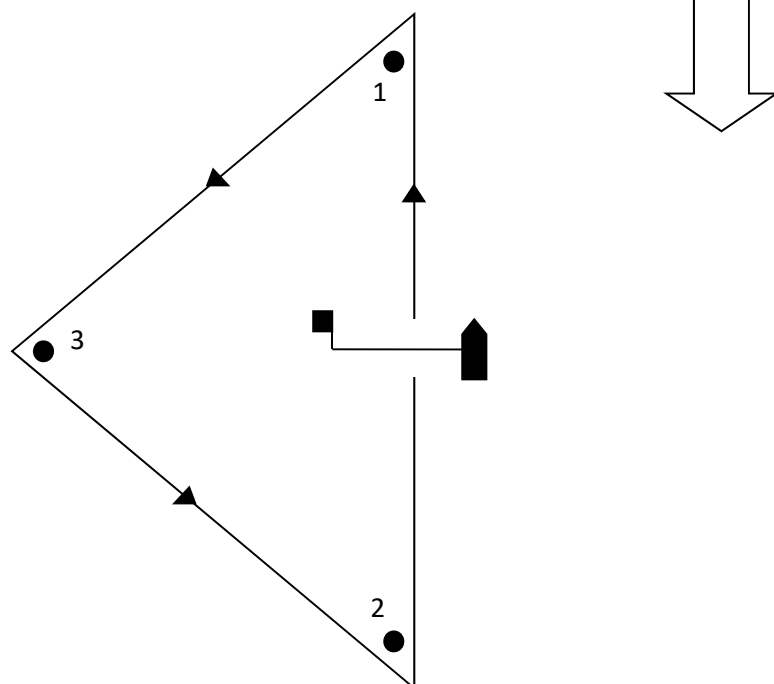
Lap: 1P, 3P, 2P

Hotdog: 1P, 2P

Lap

Hotdog

Finish



"8" Course

Note: 'Port' course shown – 'starboard' course will be a MIRROR image.

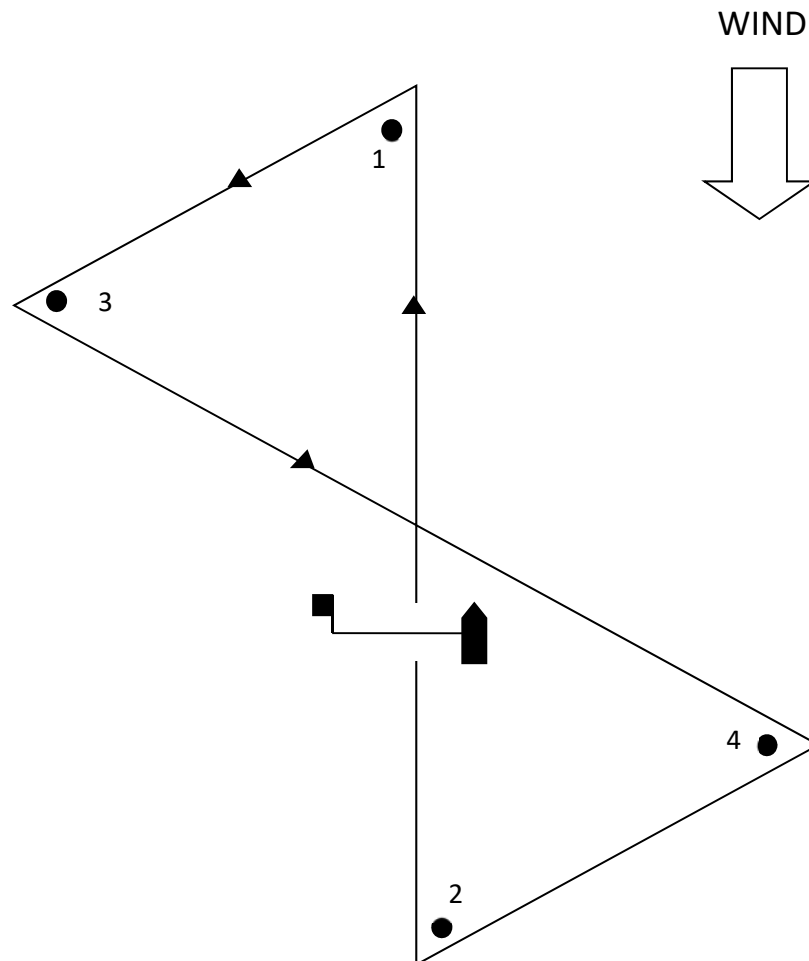
Lap: 1P, 3P, 4S, 2S

Hotdog: 1P, 2S

Lap

Hotdog

Finish



"I Gate" Course

Note: 'Port' course shown – 'starboard' course will be a MIRROR image.

Lap: 1P, 1aP, 2 gate

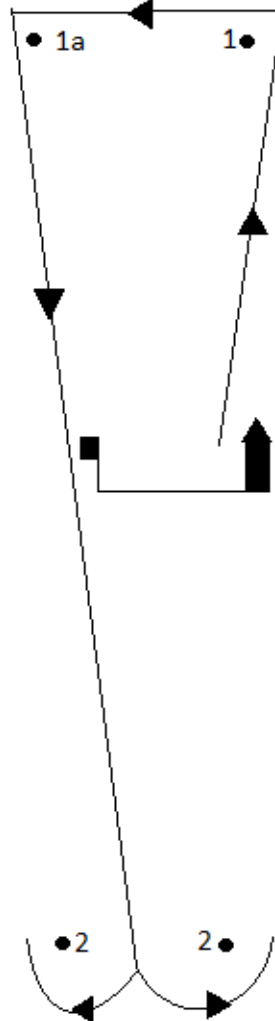
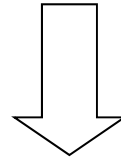
Lap

Lap

Lap

Finish

WIND



"I" Course

Note: 'Port' course shown – 'starboard' course will be a MIRROR image.

Lap: 1P, 2P

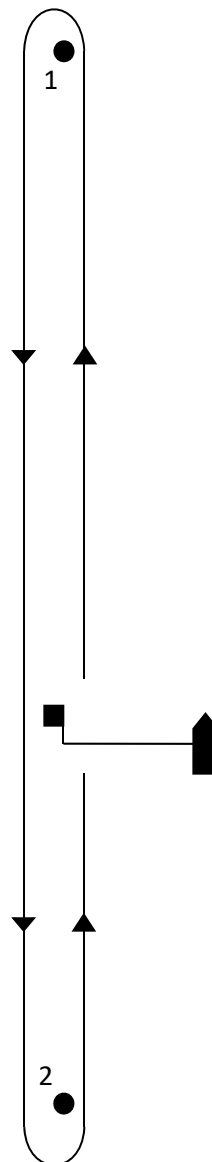
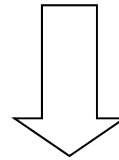
Lap

Lap

Lap

Finish

WIND



APPENDIX B - Arbitration

1. An arbitration hearing will be conducted for all protests lodged in accordance with RRS 61 and SI 14, which allege an infringement of a rule of Part 2 or Part 4. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.
2. The arbitrator, who shall be nominated by the race committee, will decide the time and place of the mediation hearing and such advice may be given verbally. One representative of each boat shall attend the mediation hearing and no witnesses will be called. The arbitrator shall decide the manner in which testimony is given.
3. After taking testimony at the arbitration hearing the arbitrator shall make one of the following conclusions:
 - 3.1. The protest does not comply with Rule 61 and the protestor may withdraw the protest.
 - 3.2. The matter shall proceed to a protest hearing. This may be because the rules other than Part 2 or Part 4 are involved or may be involved, or because the evidence is too complex or divergent to reach a reasonable and timely conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the arbitrator.
 - 3.3. No rule was broken and the protestor may withdraw the protest.
 - 3.4. A rule was broken by one or more of the boats involved, the infringing boat(s) may accept scoring points equal to a finishing place mid-way between the boat's actual finish and a disqualification (rounded down, if necessary, to a whole point), and if so accepted the protestor shall withdraw the protest. The points of other boats shall not be adjusted.
4. An arbitration hearing will not be reopened. No conclusion of an arbitrator will be subject to appeal or be grounds for redress.
5. Should the protest proceed to a protest hearing then the arbitrator may be a member of the Protest Committee. Any evidence given by an arbitrator during a protest hearing shall be given only in the presence of the parties to the hearing.