

# International 14 Class Australian and World Championships 2010

December 28, 2009 to January 11, 2010,  
Sydney, Australia

Organizing Authority:  
Australian International 14ft Sailing Council Inc., in conjunction with the host  
club, Manly 16' Skiff Sailing Club and under the authority of Yachting NSW.

## **SAILING INSTRUCTIONS**

*[composite version, based on original SI's plus amendments issued at the event]*

### **1 RULES**

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 No national authority prescriptions will apply.
- 1.3 Rule 77 & Appendix G are modified in that G1.3(d) is deleted. Boats are not required to carry identification on their spinnakers.
- 1.4 Class Rule 7, Course Configuration, is changed in that the courses to be sailed will include windward leeward only courses. Written permission from the class association for this change will be posted to the notice board in compliance with rule 87.
- 1.5 An International Jury is appointed in accordance with Appendix N.
- 1.6 Rule 64.1 (a) is changed in that the Jury may impose penalties other than DSQ.

### **2 ADDITIONAL IDENTIFICATION**

- 2.1 While racing, boats shall display bow numbers if supplied by the organizing authority, applied as directed.
- 2.2 While racing each boat shall display a coloured ribbon, if supplied by the organizing authority, corresponding to the fleet to which it has been assigned and attached as directed.

### **3 BUOYANCY**

All competitors shall wear personal flotation devices which are in good condition and are in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation,

or a standards organisation, or certification authority, recognised for the purpose by its respective government. Attention is drawn to Fundamental Rule 1.2.

#### **4 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board immediately outside the entrance to the Manly 16' Skiff Sailing Club.

#### **5 CHANGES TO SAILING INSTRUCTIONS**

Any change to the sailing instructions will be posted before 0930 on the day it will take effect, except that any change to the schedule of races will be posted by 2100 on the day before it will take effect.

#### **6 SIGNALS MADE ASHORE**

- 6.1 Signals made ashore will be displayed from the flag mast at the Manly 16' Skiff Sailing Club. When a signal is displayed over a fleet flag it applies to that fleet only.
- 6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.
- 6.3 When flag Y is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.
- 6.4 For signals specific to a fleet, a yellow flag will be used for the Gold Fleet and a blue flag for the Silver Fleet

#### **7 FORMAT OF RACING**

- 7.1 The regatta will consist of a qualifying series of 5 races followed by a final series of 6 races.
- 7.2 For the qualifying series, boats will be assigned to fleets Yellow and Blue, of, as nearly as possible, equal size and ability. Initial assignments will be made by a seeding committee appointed by the organizing authority. These assignments will be posted by 2100, 2 January.
- 7.3 (a) In the qualifying series boats will be reassigned to fleets after each day of racing, except if, on the first day only one race is completed. If both fleets have completed the same number of races, boats will be reassigned on the basis of their rank in the series. If both fleets have not completed the same number of races, the series scores for reassignment will be calculated for those races, numbered in order of completion, completed by both fleets. Reassignments will be made as follows:

<u>Rank in Series</u>	<u>Fleet Assignment</u>
First	Yellow
Second	Blue
Third	Blue
Fourth	Yellow
Fifth	Yellow
and so on	

If two or more boats have the same rank, they will be entered in the left column in the order of their initial fleet assignment, with the boat from yellow first, then blue, then yellow, etc.

- (b) Assignments will be based on the ranking available at 2100 that day regardless of protests or requests for redress not yet decided.
  - (c) If both fleets have not completed the same number of races by the end of a day, the fleet with fewer races will continue racing the following day until both fleets have completed the same number of races. All boats will thereafter race in the new fleets.
- 7.4 (a) Boats will be assigned to final series fleets Gold and Silver on the basis of their rank at the end of the qualifying series, with 1 discard allowed if more than 3 qualifying races are completed by each group, and, with 60% of all registrations assigned to the Gold Fleet, rounded up if there is an uneven number of boats. Boats with the best qualifying series ranks will race in the Gold fleet, boats with the next best qualifying series ranks will race in the Silver fleet. Boats with unbroken ties at the division point will be included in the Gold Fleet.
- (b) Any recalculation of qualifying series ranking after boats have been assigned to final series fleets will not affect the assignments except that a redress decision may promote a boat to the Gold fleet.

## **8 SCHEDULE OF RACES**

8.1	28/12/2009, 29/12/09, 30/12/09	Registration and Measuring
	29/12/09, 30/12/09	Teams Racing
	January 2, Saturday	Harbour Pursuit/Invitation Race*
	January 3, Sunday	Qualifying Races
	January 4, Monday	Qualifying Races
	January 5, Tuesday	Qualifying Races
	January 6, Wednesday	Qualifying Races

January 7, Thursday	Finals Races
January 8, Friday	Finals Races
January 9, Saturday	Reserve Day
January 10, Sunday	Finals Races
January 11, Monday	Finals Races

\* may consist of 3 short races

- 8.2 There will be no Qualifying Series races after 7 January.
- 8.3 The scheduled time of the warning signal for the first race each day when only 1 race is scheduled for each fleet is 1330. The scheduled time of the warning signal for the first race each day when 2 races are scheduled for each fleet is 1100. The fleet to race first on the following day and the number of races to be sailed by each fleet will be posted by 2100.
- 8.4 On the last day of the regatta no warning signal will be made after 1600.

## **9 CLASS FLAGS**

- 9.1 Class flag will be the 14' class flag.
- 9.2 A class flag will be accompanied by a fleet flag when necessary for identification. The fleet flags are of the colours stated in instruction 7.2.

## **10 RACING AREAS**

Races will be held in the waters of Sydney Harbour, predominantly north of South and Middle Heads.

## **11 THE COURSES**

- 11.1 The diagrams attached show the courses, including the course signals, the order in which marks are to be passed, and the side on which each mark is to be left.
- 11.2 No later than the warning signal, the race committee signal boat will display the course designations, W2 or W3.
- 11.3 No later than the warning signal, the race committee signal boat will display the approximate compass bearing to Mark 1.

## **12 MARKS**

- 12.1 Marks 1, 2, and 4, or 4S and 4P, will be pink conical inflatables.
- 12.3 New marks, as provided in instruction 15, will be pink conical inflatables with a black band.

- 12.4 The starting marks will be the race committee signal boat flying an orange flag at the starboard end of the start line and a race committee boat flying an orange flag at the port end of the start line.
- 12.5 The finishing marks will be the race committee signal boat flying an orange flag at the starboard end of the finish line, and, a buoy flying a red and white check flag at the port end of the finish line.

### **13 OBSTRUCTIONS AND HARBOUR SAFETY**

- 13.1 The inner (most western) Bombora cardinal mark and the Fairlight Pile are DANGER marks and shall be passed on the seaward at all times. The 2 outer Bombora marks are also cardinal warning marks, and skippers must use discretion and have regard to prevailing sea conditions when approaching these marks.
- 13.2 Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail.
- 13.3 Competitors shall not interfere with inbound or outbound shipping.
- 13.4 To comply with Clauses 13.2 and 13.3, competitors shall keep 200m clear ahead and 30m from the sides and stern of ferries and naval shipping navigating the port, and 500m clear ahead and 30 m from the sides of commercial shipping. A NSW Maritime vessel may escort a vessel from a position ahead of the vessel. A diagram illustrating this exclusion zone is attached to these sailing instructions.

### **14 THE START**

- 14.1 The starting line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and a staff displaying an orange flag on a race committee boat at the port end of the line.
- 14.2 A boat starting later than 6 minutes after the starting signal will be scored Did Not Start without a hearing. This changes rules A4 and A5.

### **15 CHANGE OF THE NEXT LEG OF THE COURSE**

To change the next leg of the course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

## **16 THE FINISH**

The finishing line will be between a staff displaying an orange flag on the race committee signal boat at the starboard end and the port-end finishing mark.

## **17 PENALTY SYSTEM**

Rule 44.1 is changed so that the Two Turns Penalty is replaced by the One Turn Penalty.

## **18. TIME LIMITS AND TARGET TIMES**

18.1 The time limit for all races is 2 hours.

18.2 If no boat has passed Mark 1 within 45 minutes the race will be abandoned.

18.3 Target times for races, when only 1 race per fleet is scheduled for the day, will be 90 minutes. Target times for races when 2 races are scheduled for a fleet will be 60 minutes.

18.4 Failure to meet the target time will not be grounds for redress. This changes rule 62.1(a).

18.5 On those days when 2 races per fleet are scheduled, boats failing to finish within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

18.6 On those days when only 1 race per fleet is scheduled, boats failing to finish within 45 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.

## **19 PROTESTS AND REQUESTS FOR REDRESS**

19.1 Protest forms are available at the race office. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.

19.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day.

19.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.

19.4 Notices of protests by the race committee or jury will be posted to inform boats under rule 61.1(b).

- 19.5 Breaches of instructions 2, 13, 18, 19, 21, 22, 23, 24, 25, 26, 28, 29, 30 and 31 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 19.6 On the last scheduled day of racing and of the qualifying series a request for reopening a hearing shall be delivered
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
  - (b) no later than 30 minutes after the requesting party was informed of the decision on that day.

This changes rule 66.

- 19.7 On the last scheduled day of racing and of the qualifying series, a request for redress from a jury decision shall be delivered no later than 30 minutes after the decision was posted. This changes rule 62.2.

- 19.8 Decisions of the jury will be final as provided in rule 70.5.

## 20 SCORING

- 20.1 2 races are required to be completed by each fleet to constitute a qualifying series.
- 20.2 2 final series races completed by the Gold fleet are required to constitute a regatta for all boats.
- 20.3 (a) If, at the end of the qualifying series, some boats have more race scores than others, scores for the most recent races will be excluded so that all boats have the same number of race scores.
- (b) For the qualifying series, rule A4.2 is changed so that the scores are based on the number of boats assigned to the largest fleet.
- 20.4 A boats Qualifying Series rank will be counted as a non discardable race score for the Finals Series. A boat's series score for the regatta will be the total of her final series race scores together with the non discardable qualifying series rank. Gold and Silver fleets need not have completed the same number of final races. The boats in the Gold fleet will be ranked highest, etc., in the regatta except for a boat disqualified from a final race under rule 5 or 69.
- 20.5 For both Gold and Silver fleets, one race score from the Final Series (other than the non-discardable score resulting from the Qualifying Series rank and defined in 20.4), will be discardable if more than 3 Final Series races for that fleet are completed.

- 20.6 The Australian Championships are to be scored in the same way as the Worlds, except that, eligible boats in the Qualifying Series will be ranked according to their scores, counting only eligible boats, and this rank is to be carried forward into the Finals as a non discardable score and combined with Finals race scores, counting only eligible boats, for the Australian Overall Championships. All provisions for discards and number of races in the Worlds to apply.

## **21 SAFETY REGULATIONS**

- 21.1 Boats are requested to check in with the race committee signal boat before the preparatory signal.
- 21.2 A boat that retires from a race shall notify the race committee as soon as possible.

## **22 REPLACEMENT OF CREW OR EQUIPMENT**

- 22.1 Substitution of competitors will not be allowed without prior written approval of the race committee.
- 22.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

## **23 EQUIPMENT AND MEASUREMENT CHECKS**

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

## **24 ADVERTISING**

Boats shall display advertising, if supplied by the organizing authority, as instructed.

## **25 OFFICIAL BOATS**

Official boats will be flying a Manly 16' Skiff Club burgee.

## **26 SUPPORT BOATS**

- 26.1 Support boats shall be registered with the Organizing Authority at Registration.
- 26.2 Support boats may be required to fly their national flag or have a permanently affixed sticker of national letters or flag on each side of the boat.



- 26.3 NSW Maritime requires power boat drivers to hold current boat drivers licences.
- 26.4 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first fleet to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.

## **27 TRASH DISPOSAL**

Boats shall not put trash in the water. Trash may be placed aboard support and race committee boats.

## **28 BERTHING**

Boats may be stored overnight in the public areas set aside for that purpose. Boats left in public areas overnight are left at their owners own risk. No boat may be stored overnight on the grounds of the Manly 16' Skiff Sailing Club or anywhere else except with prior permission of the Organizing Authority

## **29 PRIZES**

Prizes will be given as follows:

The skipper and crew of the winning boat in the World Championships will be awarded the World Championship Trophy.

The skipper and crew of the winning boat in the Australian Championships will be awarded the Australian Championship Trophy.

Individual trophies may be presented to the skipper and crew of each of the top ten (10) finishers.

The highest-placing skipper or crew over 50 years of age will be awarded the Windmaster Trophy.

The highest placed female skipper or crew will be awarded the Glass Doll Trophy.

The Chris Benedict Trophy will be awarded to the winner of the first Gold Fleet race.

Prizes will be presented to the first 3 skippers and crews of the Silver fleet.

## **30 DISCLAIMER OF LIABILITY**

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority and the Manly 16' Skiff Sailing Club, their officers, members, servants and agents will not accept any liability for material damage or personal injury or death sustained in

conjunction with or prior to, during, or after the regatta. The Notice of Race and these Sailing Instructions in no way limit or reduce the complete and unlimited responsibilities of a competitor for the management and care of a boat he or she may be sailing in the Regatta.

### **31 INSURANCE**

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD\$10,000,000.

### **32 RIGHTS TO USE NAME AND LIKENESS**

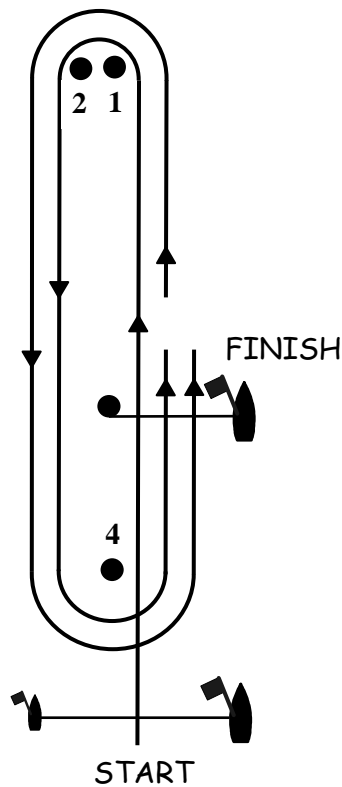
By participating in this event, competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use, and show, at their discretion, any photography, audio and video recordings, and other reproductions of them made at the venue or on the water from the time of their arrival at the venue, until their final departure, without compensation.

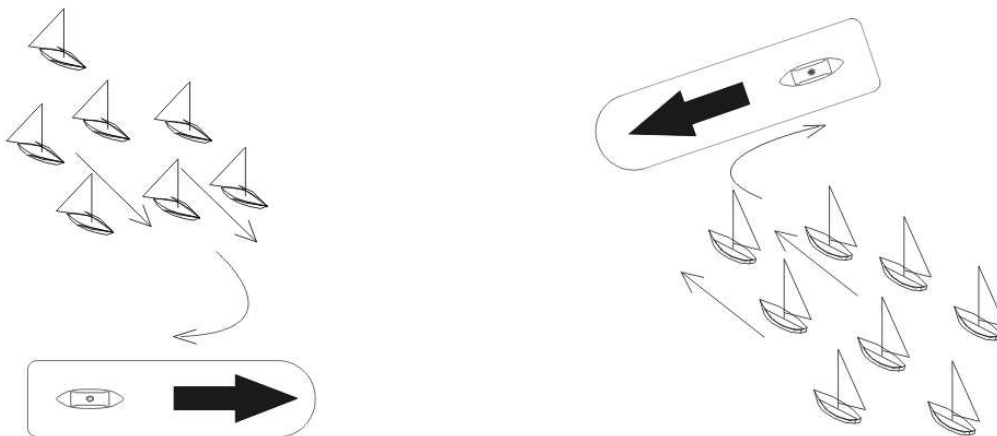
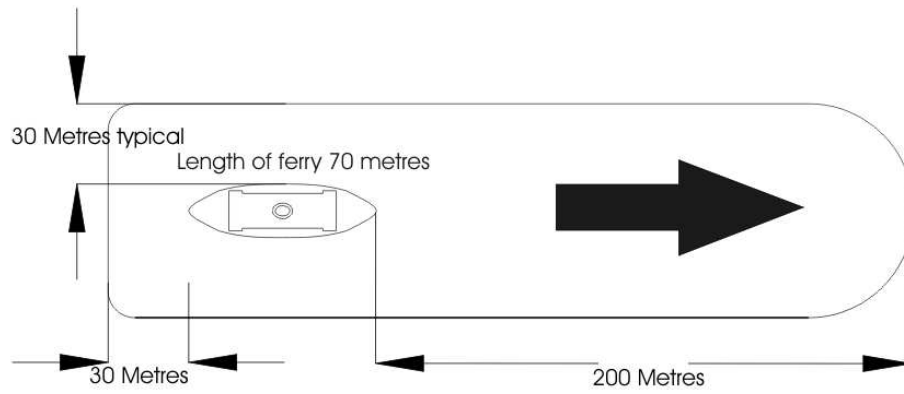
## COURSES

W2 (2 laps): Start - 1 - 2 - 4 (or 4S/4P) - 1 - 2 - 4 (or 4S/4P) - Finish

W3 (3 laps): Start - 1 - 2 - 4 (or 4S/4P) - 1 - 2 - 4 (or 4S/4P) - 1 - 2 - 4 (or 4S/4P) - Finish

- NB:
1. The Course diagram is indicative only showing a W2 course, without a gate at Mark 4.
  2. The Start line is not necessarily to leeward of Mark 4.
  3. The Finish line is not necessarily to leeward of Mark 1.
  4. A gate may be laid in lieu of Mark 4. If so laid, boats shall pass between the two gate marks, 4S and 4P, from the direction of Mark 1, leaving the port mark to port or the starboard mark to starboard.





**FERRY ACTIVATED  
EXCLUSION ZONE**

### 1. Be Safe!

2. Observe NSW 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.

3. Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary (after hearing 5 Short blasts) give priority to the Ferry. Pass the ferry clear at least 200m ahead and 30 m either side and astern.

4. Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun, ensure that you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400 m from the bows of very large ships.

5. For coaches and support vessels - You must not lay buoys in the main shipping channels. Your vessel must 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.

### 6. Shipping Sound Signal Meanings:

One short blast - I am altering course to starboard (right).

Two short blasts - I am altering course to port (left).

Three short blasts - I am operating engines astern (stopping).

Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.