

# SAILING INSTRUCTIONS

2018 VA12SC Sabot Head of the Harbour Regatta  
Sunday December 2nd, 2018



Organising Authority  
Vaucluse Amateur 12ft Sailing Club  
In conjunction, with  
Southern NSW Sabot Sailing Association



## 1 Rules

- 1.1 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing (RRS), 2017 – 2020 as amended by the Prescriptions and Special Regulations of Australian Sailing (AS), Australian Sailing Special Regulations Part 2, for Off the Beach Boats and the Sabot Class Rules will apply (These rules are the Constitution, Bylaws, Rules of Measurement, and Builders Guide of Sabot Class Dinghies in Australia Revision AA Issued 21/12/2015 or any later amendments by the Australian National Sabot Council).
- 1.2 Racing rules will be changed as follows:
- When flag AP is flown ashore, the warning signal will be made no earlier than 30 minutes after its removal (amends Race Signals),
  - Protesting boats shall fly a protest flag. This amends rule 61.1(a) (2).
  - Boats failing to finish within 15 minutes after the first boat finishes will be scored last finisher +1 as SRS (except those that have retired) without a hearing (amends RRS 35 and A4).
  - A boat that does not sign on shall be scored DNC for the first race of the day without a hearing (amends RRS63.1).
  - A boat that does not sign off shall be scored DNF for the last race of the day without a hearing (amends RRS63.1).
- 1.3 Subject to the approval of the Race Committee a boat chartered or loaned for the Regatta may declare at the time of entry or registration a sail number 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). Sails with sail numbers belonging to another boat that have been suffixed with an extra digit will not be accepted. Boats shall display the same declared identification numbers on all sails used.
- 1.4 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

Notices to competitors will be posted on the notice board in the VA12SC Notice Board.

## 3 Changes to Sailing Instructions

Any changes to the sailing instructions (SI's) will be posted at least 60 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 VA12SC flag-mast located on the Upstairs Balcony of the Club House.

## 5 Schedule

5.1 The schedule for the Vaucluse Amateur 12ft Sailing Club - Head of the Harbour Regatta is as follows:

Sunday 2nd December 2018

Registration and safety checks 9:00 – 10:00.

Competitor Briefing 11:00

Not before 12:00 Race 1

Followed by Back-to-back races to be sailed (as many as practical)

5.2 No warning signal will be made after 3:45pm (15:45)

5.3 Number of Races

Division	Races per day
Junior Sabot (2-UP)	No more than 6
Senior Sabot (1-UP)	No more than 6

## 6 Division Flags

Division	Division Flag
Junior Sabot (2-UP)	White or Blue flag with 2 x Sabot emblems
Senior Sabot (1-UP)	White or Blue flag with 1 x Sabot emblem

## 7 Racing Areas

The racing area will be on Sydney Harbour, near Vaucluse and Watsons Bays.

7.1 Course Area

7.1.1 The Starting Area shall be an area of approximately 100 metres to windward, 100 metres to leeward and 100 metres radius from each end of the Starting Line.

7.1.2 The Finishing Area shall be an area of approximately 50 metres to windward, 50 metres to leeward and 50 metres radius from each end of the Finishing Line.

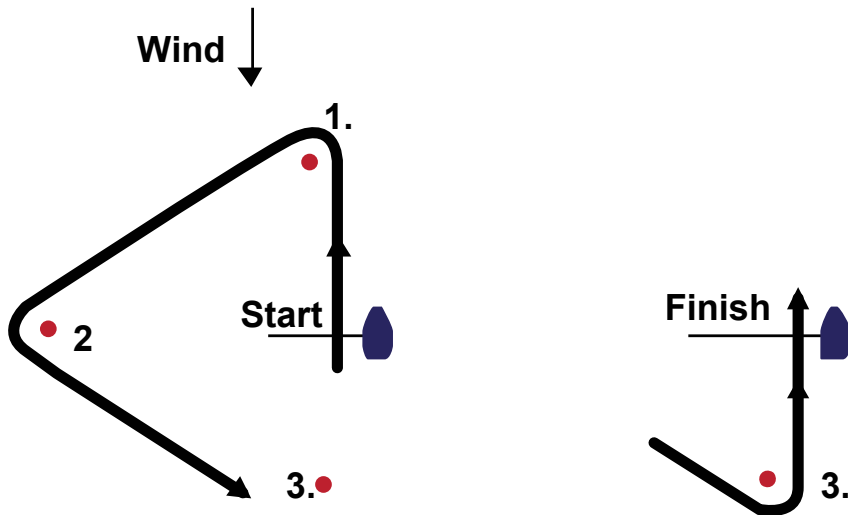
7.1.3 The Course Area shall be an area extending approximately 100 metres beyond the course that could reasonably be taken by a boat when racing. The Course Area shall include the Starting Area when any boat has received her Preparatory Signal prior to starting. The Course Area shall include the Finishing Area when any boat is racing to the Finishing Line.

## 8 The Courses

The course will be set within the region of the designated racing area.  
The course for both divisions will be:

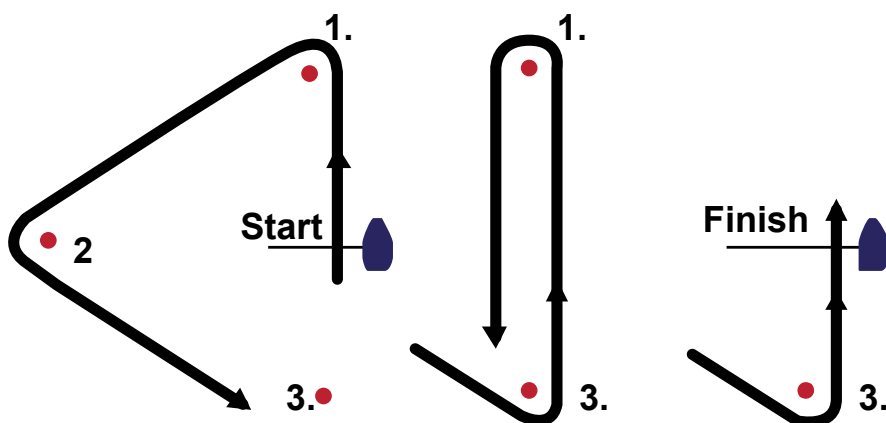
### Course One

Start, 1, 2, 3, Finish



### Course Two

Start, 1, 2, 3, 1, 3, Finish



## 9 Marks

Round One (VA12SC) marks shall will be tall orange cylindrical marks with black VA12SC lettering.

## 10 The Start

- 10.1 Races will be started by using RRS 26 with the warning signal made 5 mins before the starting signal. Times shall be taken from the Visual Signals; the absence of a Sound Signal shall be disregarded.

Signal	Visual Signal	Sound Signal	Time in Minutes to Starting Signal
Warning Signal	Display of Division flag	1 Sound	5
Preparatory Signal	Display P or I or U or Black Flag	1 Sound	4
Preparatory Signal withdrawn	Lowering P or I or U or Black Flag,	1 Sound	1
Starting Signal	Lowering of Division flag	1 Sound	0

- 10.2 Both Divisions may start together.
- 10.3 There will be a minimum of 1 minute between the Starting signal for the first division to start and the Warning Signal for the next division.
- 10.4 The starting line will be between a staff or mast displaying the VA12SC Club burgee on a Race Committee vessel at the starboard end and a mark displaying a yellow flag with a black coloured "12" at the port end.
- 10.5 Boats whose Warning Signal has not been made shall remain outside the Starting Area and clear of all boats whose Warning Signal has been made.
- 10.6 Boats failing to start within 4 minutes of their Starting Signal will be scored Did Not Start.

## 11 The Finish

The finishing line will be between a staff or mast displaying a VA12SC burgee on a Race Committee vessel at the starboard end a mark displaying a yellow flag with a black coloured "12" flag at the port end

## 12 Time Limit

The Time limit will be 30 minutes for both Divisions. (Generally, Races will have a target length of 20 mins – for the first finisher)

- 12.1 Where one or more boats finish within the time limit, subsequent boats will be finished for a further 10 mins from the finishing time of the first boat or until the expiry of the time limit.
- 12.2 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)

## 13 Official Vessels

Official Boats may display a VA12SC Burgee

## 14 Advertising and Consent to use Images

- 14.1 Boats may be required to display advertising chosen and supplied by the Organising Authority. If required, the Organising Authority will supply advertising items to be affixed as described in the Sailing Instructions.
- 14.2 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 Decision to Race

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

## 16 Briefing - All competitors shall attend the briefing

## 17 Measurement, Change of Crew and Equipment

- 17.1 Boats shall comply with all relevant ANSC rules and Sailing Australia Safety Regulations.
- 17.2 Boats shall complete safety checks prior to registration.
- 17.3 Boats shall use only a single hull and sail, and a single set of spars and foils throughout the Championship.
- 17.4 The Organising Authority may carry out measurement checks at any time.
- 17.5 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.
- 17.6 Changes of crew may be permitted at the discretion of the race committee on application in writing.

## 18 Penalty System

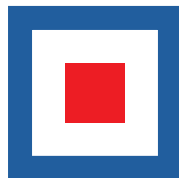
- 18.1 The Two-Turns Penalty is replaced by the One-Turn Penalty (amends RRS44.1).
- 18.2 RRS Appendix P Special procedures for Rule 42 will apply as changed by Sailing Instruction 18.3
- 18.3 RRS P2.3 will not apply and RRS P2.2 is changed so that it will apply to any penalty after the first one.

## 19 Protests and Requests for Redress

- 19.1 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.
- 19.2 Protests shall be written on forms available at the Regatta Office and delivered there within 30 minutes after the time of the last boat to finish the last race of the day.
- 19.3 Notices will be posted on the Official Noticeboard within 20 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in a location and a time to be advised at the time the notice is posted.
- 19.4 Notices of protests by the Race committee will be posted to inform boats under rule 61.1(b).
- 19.5 Protests of infringements of SI's Safety (24), Support Boats (20), and Electronic communication (21) may only be brought by the Race Committee. This alters RRS 60.1
- 19.6 Breaches of instructions 10.5, 24, 14, 20, and 21 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 protest committee so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 19.7 RRS Appendix T Arbitration will apply.

## 20 Support Boats – Spectator Boats

- 20.1 All Support boats and coach boats shall be registered with the Organising authority. All Support boats shall be marked with a numbered flag which will be available at Registration. The Flag shall be displayed and visible whilst afloat.
- 20.2 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.
- 20.3 When Code Flag W (with long sound signal) is displayed on a committee vessel all support boats (including all spectator boats) are required to remain afloat and assist all sailors until Code Flag W is lowered.



- 20.4 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.

## 21 Electronic Communications

- 21.1 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 competitors race.

## 22 Scoring

- 22.1 RRS A9 Race Scores in a Series longer than a Regatta will apply.
- 22.2 3 races must be completed to constitute a series.
- 22.3 (a) When less than 3 races are completed, a boat's series score will be the total of her race scores.  
(b) When from 5 or more races are completed, a boat's series score will be the total of her race scores excluding her worst score.

## 23 Prohibited Water which ranks as an obstruction

- 23.1 The area of water between registered moorings and the adjacent shoreline shall be considered PROHIBITED WATER (I.E. continuing obstruction for the boats that are racing). Boats that enter Prohibited Water may take a penalty. Refer (18) Penalty System – (The Two-Turns Penalty is replaced by the One-Turn Penalty)

## 24 Safety - Sign On – Sign Off

- 24.1 Signing On. All Sabot Skippers must personally SIGN ON the Sheets provided, located within the vicinity of the Regatta Notice board prior to going on the water for the scheduled races.
- 24.2 Retirement Afloat. Any boat that retires shall notify a member of the race committee as soon as possible, and "Sign Off" by personally SIGN OFF on the SIGN OFF sheets provided as soon as possible after going ashore.
- 24.3 Signing Off. All Sabot Skippers must personally "Sign Off" on the sheets provided, located within the vicinity of the Regatta Notice board as soon possible after returning to shore, or within 30mins of the last finisher.
- 24.1 A boat that does not "sign on" shall be scored DNC for the first race of the day without a hearing (amends RRS 63.1).
- 24.2 A boat that does not "sign off" shall be scored DNF for the last race of the day without a hearing (amends RRS 63.1).
- 24.3 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. Patrol Boats and Support Boats. Competitors in difficulties are requested to respect the instructions of the official and support boats.

## 25 Wind Speed Limit, Sea and weather conditions

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



## 26 Disclaimer of Liability

- 26.1 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.
- 26.2 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:
- 26.2.1 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.
- 26.3 The organising Authority is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 26.4 The person who signs and lodges the entry form with the Organising Authority, acknowledging receipt of the Risk Warning 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.
- 26.5 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". Vaucluse 12ft Amateur 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.
- 26.6 The Organising authority and any other party involved in the Organisation of the Regatta 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 Regatta.

## 27 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:

- The extremes of weather and sea conditions. The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

Vaucluse Amateur 12ft 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 Regatta.

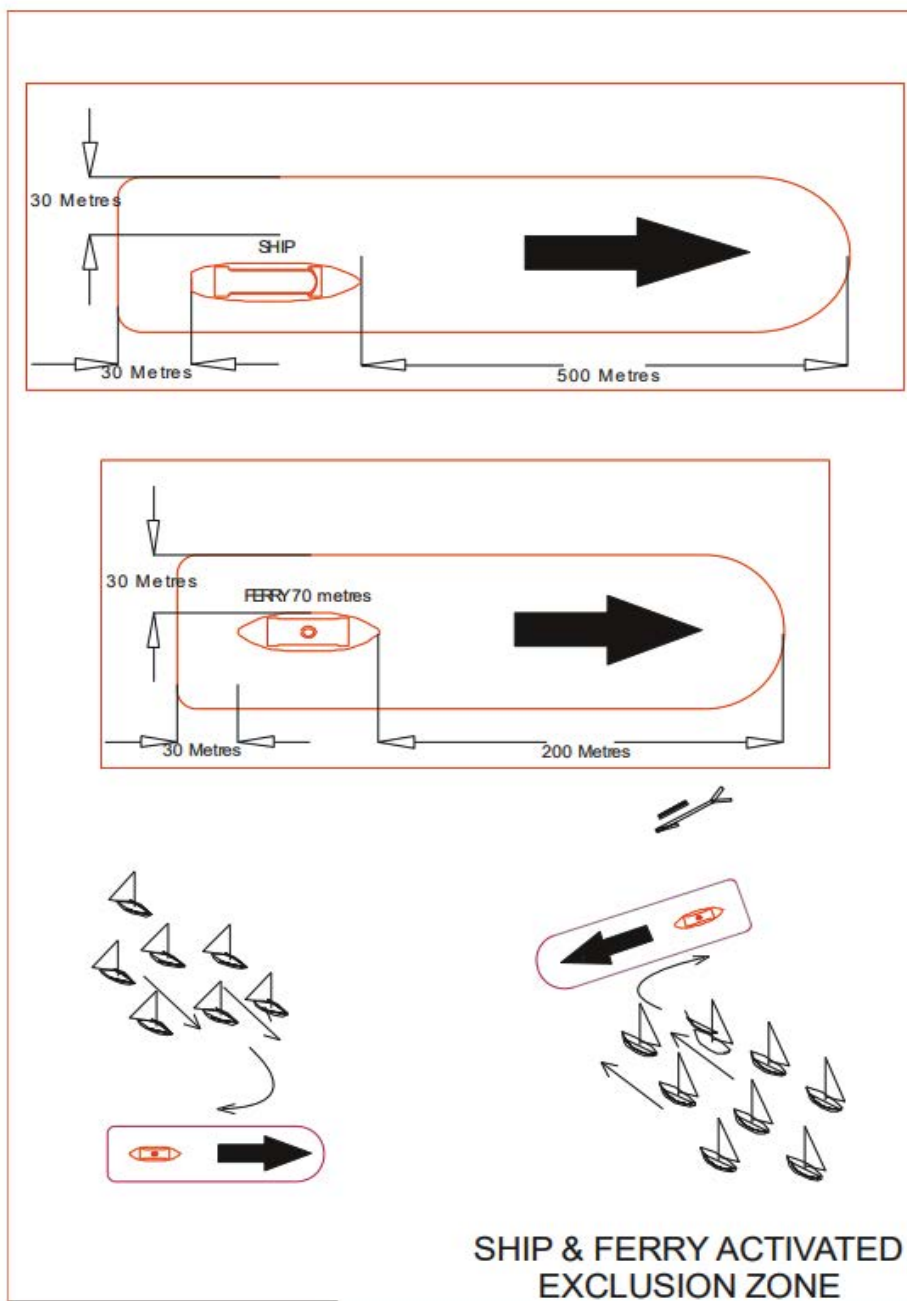
## 28 Insurance

- 28.1 Each participating yacht shall be insured with valid Third-Party Liability Insurance of not less than AU\$10,000,000 for any one event. Such insurance shall cover all risks arising from participation in the racing program whether ashore or afloat.
- 28.2 Each entrant shall sign the Registration form thereby indicating compliance with insurance requirements. Proof of current insurance must be able to be produced at the time of registration, or at any other time, if requested by the race committee, an electronic copy will suffice.

## 29 Harbour Safety - Ship & Ferry Activated Exclusion Zone

- 29.1 Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail.
- 29.2 Competitors shall not interfere with inbound or outbound shipping.
- 29.3 To comply with Instructions 29.1 and 29.2, 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 RMS Maritime or Sydney Harbour Ports vessel may escort a vessel from a position ahead of the vessel. Refer to Diagram A illustrating this exclusion.
- 29.4 Competitors shall not loiter in the Eastern or Western navigation channels, the regular ferry lanes, nor near heavy traffic areas such as Steele Point, Chowder Head and Georges Head whilst not racing. Competitors shall not approach within 50 metres of Naval property, such as Chowder Bay wharf.

Diagram A



## **RMS Maritime - Yacht Person's Brief**

1. Be Safe!
2. 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.
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 – You must not lay buoys in the main shipping channels. 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.
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.
7. When not racing keep at least 200 m clear of any ferries displaying the Orange Diamond.

## **Further Information**

Please contact:

David O'Loughlin – VA12SC Club Captain

Vaucluse Amateur 12ft Sailing Club

Wharf Road, Vaucluse NSW 2030

Vaucluse Amateur 12ft Sailing Club – 2017 Head of the Harbour Regatta – First 5 all females –  
First place - Sophie O'Loughlin VA12SC second from right



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