

Sailing Instructions - 2021/22 Season:

- 1 RULES: All races will be conducted under the current Racing Rules of Sailing (RRS) of the World Sailing, and the Prescriptions and Safety Regulations of Australian Sailing and the appropriate Class Rules and Restrictions, all as modified by these sailing instructions and their appendices and the Rules and By-laws of Connells Point Sailing Club (CPSC).
- 2 ELIGIBILITY AND ENTRY: Each helmsperson shall supply the information required on the prescribed form of entry prior to competing. A boat shall be helmed and crewed by the nominated helmsperson and nominated crew, respectively, throughout a race. For this purpose, the helmsperson is the person who controls the tiller. A change of crew is permitted for a race provided that the crew is nominated using the appropriate form at least one hour prior to the race. A change of helmsperson during a race shall not be permitted except in an emergency. Visitors must complete an entry form for each event or series of events contested. Connells Point Sailing Club reserves the right to refuse any entry. [RRS 76.1].
- 3 NOTICES TO COMPETITORS: Notices to competitors will be posted on the Club notice board in the Clubhouse.
- 4 CHANGES TO SAILING INSTRUCTIONS: Any change to the Sailing Instructions will be posted at least one hour before the first scheduled race on the day it will take place, except that any change in the schedule of races will be posted a week before it will take effect.
- 5 SIGNALS MADE ASHORE: There are no signals made ashore.
- 6 SCHEDULE OF RACES: The schedule of races is listed in the program and displayed on the Club notice board.
- 7 CLASS SIGNALS: Class signals shall be the Association Flag for the class.
- 8 RACING AREA: The racing area will be on the waters of the Georges River adjacent to the Club and is shown in Appendix 1.
- 9 COURSES: See Appendix 1. The course to be sailed will be signified by the display of a Numeral Board on the Committee Vessel no later than the Warning Signal for the Race. Courses for the Sprint series and Short course will be advised during the competitor briefing prior to the race.
- 10 MARKS: The Marks of the course shall either be yellow or pink conical inflatable buoys. The Starting line and Finishing line shall either be yellow or pink conical inflatable buoys.
- 10.1 OBSTRUCTIONS: The following area is designated as an obstruction, no boat shall sail between RMS navigation mark and Bald Face point.

11 THE START:

The Starting Line will be between a Port end Starting Mark and the Flag Mast on the Committee Vessel at the starboard end.

Boats whose Warning Signal has not been made shall avoid the starting area and all boats whose Warning Signal has been made.

In the case of a special event such as an interclub regatta, the class sequence may be changed by the Race Committee. Changes to the Sailing Instructions for this regatta event shall be posted on the

Club notice board in the usual way and brought to the attention of the sailors at the pre-race meeting.

Handicap Starts: Each boat will have listed on the notice board a starting handicap in minutes. A numeral board will be displayed on the Committee Vessel. At the Warning Signal, "30" will be displayed on the numeral board and a sound signal will be made. No further sound signals will be made. At each succeeding minute interval the numeral will be decreased by one. The starting time of each boat shall be the time at which its handicap number disappears. For Handicap Starts the Individual recall flag (Code "X") will be flown together with the sound signal and will remain up for 30 seconds.

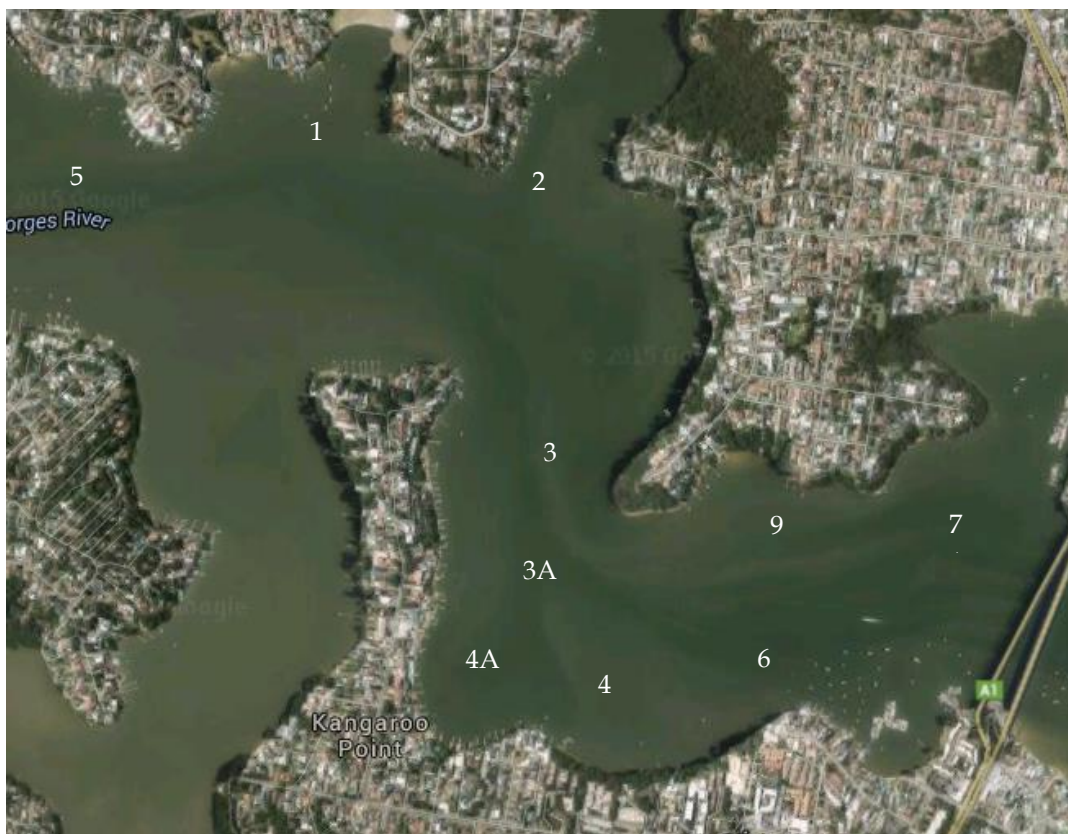
Short course & sprint series starts: Where multiple races are planned, races will be held back to back, the class starting sequence may be changed at the discretion of a member of the race committee.

- 12 **RECALLS:** The following alters RRS Rule 29.2
Following a General Recall, the Class concerned shall return around the ends and keep clear of the Starting Line area until remaining classes complete their scheduled starts. If two or more classes are recalled, then they shall restart their races in their earlier scheduled order. In the event of a class being subject to further General Recalls then the same principle shall apply and the class will be started following other waiting classes.
- 13 **CHANGE OF COURSE:** Courses will not be changed whilst a race is in progress.
- 14 **SHORTENING COURSE:** The course may be shortened in accordance with RRS 32 by finishing between a committee or club support vessel displaying Code Flag S and the nearby rounding mark.
- 15 **RESAIL:** A cancelled or abandoned race may be restarted as soon as possible that day at the discretion of the Race Committee, otherwise it will be rescheduled in accordance with Sailing Instruction 4.
- 16 **FINISHING:** The Finishing Line will be between the Port end Finishing Mark and the Flag Mast on the Committee Vessel at the starboard end.
- 17 **TIME LIMIT:** The time limit for afternoon races will be 5.30 pm or 15 minutes before sunset whichever is first, boats that fail to finish within the time limit will be scored Did Not Finish without hearing. This changes RRS 35, A4 and A5. Should no boats in any class finish, the race for that class shall be abandoned and resailed or not at the discretion of the Race Committee.
- 18 **PROTESTS:** Protests are to be lodged in accordance with RRS Rule 60.1. Subject to the following qualifications and provisions:
 - (a) The protests must be lodged with a member of the Race Committee as soon as possible and within one hour of the last boat of their class finishing or retiring from the race. Protests should be on the prescribed form (available at the Clubhouse).
 - (b) Protests will be heard as soon as possible at the Clubhouse, after the race or at such other time as arranged by the Protest Committee.
 - (c) Any appeals must be lodged with the Race Committee in accordance with RRS 70 and 71 and Appendix F.
- 19 **SCORING SYSTEM:** The Low Point Scoring System as described in RRS Rule Appendix A4, Preamble, shall be used except for the provisions detailed in the Club By-laws 3.5 Competition Series.

- 20 **SIGNING ON & OFF:** A crew member from each boat shall **sign on before the race** and **sign off within 30 minutes of the last boat of their class finishing or retiring**. Exemptions to this rule may be granted by approval by a member of the Race Committee, allowing boats to sign on or off at the committee boat subject to acknowledgement from the Starters. Boats which fail to comply with this rule shall be counted as **non-starters** (DNC).
- 21 **TIES:** In the event of two or more boats having identical points at the completion of a point score series, the method used to resolve tied scores shall be as stated in RRS Rules Appendix A8.1
- 22 **OUTSIDE ASSISTANCE:** Rule 41 is amended. A boat may receive outside help, without penalty, where the support craft personnel deem that a crew experiencing difficulty requires assistance in order to right a capsized vessel and/or return its crew to a capsized vessel in order to continue racing.
- 23 **LIABILITY:** All those taking part in Connells Point Sailing Club Races do so at their own risk and responsibility. See RRS 4, Decision to Race. The organising authority 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. Connells Point Sailing Club is not responsible for the seaworthy conditions of any boat whose entry is accepted or the sufficiency or adequacy of its equipment. Connells Point Sailing Club reserves the right to refuse any entry.
- 24 **INSURANCE:** Connells Point Sailing Club strongly recommends that each participating boat be insured with valid third-party liability insurance with a minimum cover of \$10 million per event or the equivalent.
- 25 **TWILIGHT SERIES:** The course and time limit will be advised at a briefing before each race.
- 26 **KURNELL CUP:** See Appendix 3. The Kurnell Cup marks shall be laid in approximate positions marked A, B, C. The course will be advised at the competitor briefing prior to the race.

The Commodore will review the Bureau of Meteorology Sydney Closed Waters Forecast issued on the afternoon prior to the scheduled Kurnell Cup for the race period. If the forecast specifies winds exceeding 18 knots during the period for which the Fleet will be on course, the Race Committee will consider, and may postpone the race. The Commodore may also consider other factors relevant to the decision to hold the race, including tide, size of the fleet, and support boat coverage when making this decision. If the race is postponed, a regular Club race will be conducted, and the Kurnell Cup will be re-scheduled.

Appendix 1: Courses

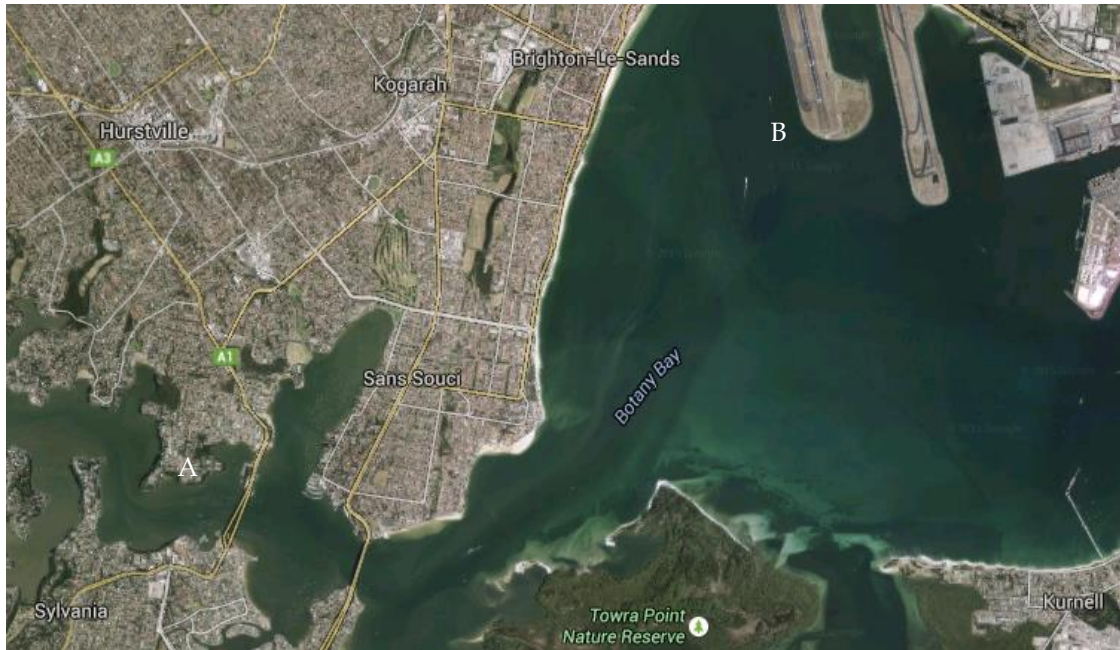


Buoy positions shown are approximate positions

A Gate may be used by the Race Committee and this is defined as; the line between the Port end Start / Finish Mark and the Flag Mast on the Committee Vessel at the starboard end.

Course	Wind	<i>Courses - Laser, Sabre</i>	<i>Courses - Optimist, Open</i>
1	N	Start, then 2p 5s 1s 6p, 2p 6p, 2p 5s 1s 6p, 2p 6p Finish	Start, then 2p 5s 1s 6p, 2p 6p, Finish
2	NE-E	Start, then 7s 4Ap, 7s 6s 3Ap 4Ap, 7s 4Ap, 7s 6s 3Ap 4Ap, Finish	Start, then 4p 3Ap 4Ap, 4p 4Ap, 4p 3Ap 4Ap Finish
3	S-SE	Start, then 6p 1s, 6p 2p 5s 1s, 6p 1s, 6p 2p 5s 1s, Finish	Start, then 3s 5s 1s, 3p 1s, 3s 5s 1s Finish
4	W-SW	Start, then 5s 1s 3p 2p, 5s 2p, 5s 1s 3p 2p, 5s 1s 3p 2p Finish	Start, then 5s 1s 3p 2p, 5s 2p Finish
5	NW	Start, then 1p 5p 2s 4p 6p, 1p 6p, 1p 5p 2s 4p 6p, 1s 6p Finish	Start, then 1p 5p 2s 4p 6p, 1p 6p Finish

Appendix 3: Kurnell Cup Course map



Buoy positions shown are approximate positions

Attention is drawn to RRS Rules 3 (Acceptance of the Rules) and RRS 4 (Decision to Race) which state:

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

Scheduled Start Times:

Pre-race briefing: 1:15 pm

Signals: -5 Warning -4 Preparatory -1 One Minute 0 Start

Laser & Radial	2:00 pm	Sabre	2:05 pm	Junior/Open	2:10 pm
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CPSC General Guidelines:

Starting Procedure:

Warning Signal: Five minutes before the start, the class flag will be displayed.

Preparatory Signal: Four minutes before the start, the blue peter (flag code “P”) will be displayed together with the class flag.

One Minute Signal: One minute before the start the blue peter (code flag “P”) will be removed.

Start Signal: The removal of the class flag shall signal the start of the race for that class.

Attention will be drawn to the Warning, Preparatory, and Start signals by a sound signal, and to the One-Minute signal by a sound signal. Times shall be taken from the visual signals. The absence of a sound signal shall be disregarded.

Individual recalls will be in accordance with RRS 29.1. Code flag “X” will be

displayed and one sound signal in addition to the starting sound signal will be made. **General Recall** will be signalled by the display of the 'First Substitute' Flag. Two sound signals, in addition to the starting sound signal, will be made.

Note: VISUAL SIGNALS WILL ALWAYS GOVERN.

Shortened Course:

If Class Flags are displayed with the code flag "S", shortening shall apply only to those Classes. If no Class Flags are displayed, it shall apply to all Classes.

Attention will be drawn to the display of the code flag "S" by two sound signals

Safety:

Competitors shall comply with the Australian Sailing Special Regulations Part 2 for Off the Beach Boats. These are available at the following link:

<http://www.yachting.org.au/wp-content/uploads/2013/10/121211-2013-16-special-regulations-part-2-off-the-beach-boats.pdf>

<https://www.sailingresources.org.au/safety/specialregs/>

These special regulations do not replace, but rather supplement, the requirements of government authorities, the Racing Rules of Sailing and the rules of Class Association. Where the Class Association rules are of a lesser standard than these Special Regulations then the YA Regulations shall prevail.

Note: The safety of the boat and her crew is the sole and inescapable responsibility of the owner and the person in charge who must to their best to ensure that the boat is structurally sound, thoroughly seaworthy, and manned by a crew who is physically fit to face the expected conditions. The owner and the person in charge must be satisfied as to the soundness of the hull, spars, rigging, sails, and all gear. The owner and person in charge must ensure that all safety equipment is properly maintained and stowed, and that the crew knows how to use it.

The crew of the boat is solely responsible for deciding whether or not to start or to continue racing. Competitors should check the marine forecast. Do not sail if you are unable to handle your boat in the prevailing or forecast conditions.

Crews should be able to swim, and shall wear a Personal Flotation Device that complies with one of the following standards AS4758-2008 or, AS.1512-1996(PDF1) or, AS.1499-1996(PDF2), or AS.2260(PDF3) or, an equivalent or more stringent overseas standard. Inflatable PFDs shall not be used.

On Water Incidents:

It is a requirement of the Club's Aquatic License that all on water incidents resulting in damage worth more than 10% of the vessel's value or otherwise described must be reported to the Roads and Maritime Services (RMS). Note: If owners do not report the incident and simply claim repair costs on insurance, they may find that the insurance companies may not accept the claim. Insurers regularly ask the RMS for the results of any inquiry into the incidents.

Reports can be made directly to the RMS (Forms are available on the RMS Website). The Incident must also be reported to the CPSC Executive Committee as part of our own incident and risk management requirements.

If a protest is heard following a reportable incident, and a result is given by the protest committee, this should be forwarded to the RMS and in most cases will satisfy the reporting requirements for all parties. Otherwise a formal report should be made to the RMS and the Executive Committee

Note that none of the requirements in this section remove or alter the reporting requirements as prescribed in the relevant NSW Maritime Legislation.