

# 9er NSW & ACT State Championships

Toronto Amateur Sailing Club (TASC) as Organising Authority (OA) on behalf of The NSW & ACT 9er Association

Round 2: 9th and 10th March 2024

## Sailing Instructions (SIs)

<b>1</b>	<b>RULES</b>
1.1	The event is governed by the rules as defined in The Racing Rules of Sailing.
1.2	All boats must comply with Australian Sailing Special Regulations Addendum A Part 2: For Off the Beach Boats with the exception that Lifejacket Level 50S or Type 3 are deemed non-compliant. Where the current class rules are of a lesser standard than the Special Regulations then the latter will prevail.
1.3	[DP] denotes a rule for which the penalty is at the discretion of the Protest Committee. This changes RRS 64.1.
1.4	[SP] denotes a rule for which a standard penalty may be applied by the Race Committee or Technical Committee without a hearing. This changes RRS A5.
1.5	[NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
<b>2</b>	<b>CHANGES TO SAILING INSTRUCTIONS</b>
2.1	Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
2.2	Changes to a sailing instruction may be made on the water by the display of Code Flag L with one sound signal.
<b>3</b>	<b>COMMUNICATION &amp; RESULTS</b>
3.1	The online official notice board is located on the Association Event Page at <a href="http://9ernsw.ourclubadmin.com/view-events.php">9ernsw.ourclubadmin.com/view-events.php</a> . Notices may also be posted on the relevant OA Noticeboard.
3.2	The Race Office is located in the TASC clubhouse
3.3	On the water, the race committee intends to monitor and communicate with race management and support boats on VHF radio channel 73. Any changes to this will be communicated at the Competitor and Volunteer Briefing
3.4	[DP] From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
<b>4</b>	<b>CODE OF CONDUCT</b>
4.1	[DP] Competitors and support persons shall comply with reasonable requests from race officials.

4.2	[DP] Competitors and support persons shall place any advertising provided by the organising authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.  For the avoidance of doubt this includes GPS speed, track or position data.												
<b>5</b>	<b>SIGNALS MADE ASHORE</b>												
5.1	Signals made ashore will be displayed at the flag mast on the TASC club house.												
5.2	When flag AP is displayed ashore, '1 minute' is replaced with 'not less than thirty (30) minutes' in Race Signals AP.												
5.3	[DP] Flag D with one sound means 'Boats shall not leave the shore until this signal is removed'.  The warning signal will not be made before the scheduled time or less than thirty (30) minutes after flag D is removed.'												
<b>6</b>	<b>SCHEDULE OF RACES</b>												
6.1	<table border="1"> <thead> <tr> <th>Date</th> <th>1st Warning Signal</th> <th>Scheduled Races</th> <th>Maximum Races</th> </tr> </thead> <tbody> <tr> <td>9th March 2024</td> <td>1400hrs</td> <td>2</td> <td>3</td> </tr> <tr> <td>10th March 2024</td> <td>1100hrs</td> <td>3</td> <td>4</td> </tr> </tbody> </table>	Date	1st Warning Signal	Scheduled Races	Maximum Races	9th March 2024	1400hrs	2	3	10th March 2024	1100hrs	3	4
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10th March 2024	1100hrs	3	4										
6.2	One extra race per day may be sailed, provided the championship becomes no more than one race ahead of schedule.												
6.3	To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.												
6.4	On the last scheduled day of racing no warning signal will be made after 1600hrs.												
<b>7</b>	<b>CLASS FLAGS</b>												
7.1	The 29er Class flag is the 29er insignia in white on a red background.  The 49erFX Class flag is the FX insignia in white on a blue background  The 49er Class flag is the 49er insignia in white on a green background  The MG Class Flag shall be a white or yellow flag displaying the MG insignia  The 505 Class Flag (if applicable) will be advised at the race briefing.												
<b>8</b>	<b>RACING AREA</b>												
8.1	The racing area will be in the waters to the NE and SE of TASC.												
<b>9</b>	<b>COURSES</b>												
9.1	The diagram in SI Addendum 1 shows the courses, including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.												
9.2	No later than the warning signal, the race committee signal vessel will display the number of the course to be sailed.												
<b>10</b>	<b>MARKS</b>												
10.1	Marks are described in SI Addendum 1.												

<b>11</b>	<b>OBSTRUCTIONS</b>								
11.1	<p>The following areas are designated as obstructions:</p> <p>(a) The area of water between any registered moorings and the adjacent shoreline shall be considered as PROHIBITED WATER (i.e. continuing obstruction) for boats that are racing.</p> <p>(b) All cardinal marks, isolated danger marks must be observed and passed on their correct side.</p>								
<b>12</b>	<b>THE START</b>								
12.1	Races will be started using RRS 26 with the warning signal made five (5) minutes before the starting signal. The race committee shall exercise its discretion to determine the starting order/combination of classes (MG, 9er, 505, etc).								
12.2	The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark or a staff displaying an orange flag on the signal vessel at the port end.								
12.3	A boat that does not start within four (4) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.								
<b>13</b>	<b>CHANGE OF NEXT LEG OF THE COURSE</b>								
13.1	Legs of the courses will not be changed after the first Preparatory Signal of the race. This amends RRS 33.								
<b>14</b>	<b>THE FINISH</b>								
14.1	The finishing line is between a staff displaying a blue flag on the finishing boat at the port end and the course side of the starboard end finishing mark.								
<b>15</b>	<b>PENALTY SYSTEM</b>								
15.1	RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty								
<b>16</b>	<b>TIME LIMITS AND TARGET TIMES</b>								
16.1	<p>The Mark 1 Time Limit, Target Time, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.</p> <table border="1" data-bbox="316 1422 1436 1541"> <thead> <tr> <th>Mark 1 Time Limit</th> <th>Target Race Time</th> <th>Race Time Limit</th> <th>Finishing Window</th> </tr> </thead> <tbody> <tr> <td>20 Min</td> <td>30 Min</td> <td>45 Min</td> <td>10 Min</td> </tr> </tbody> </table>	Mark 1 Time Limit	Target Race Time	Race Time Limit	Finishing Window	20 Min	30 Min	45 Min	10 Min
Mark 1 Time Limit	Target Race Time	Race Time Limit	Finishing Window						
20 Min	30 Min	45 Min	10 Min						
16.2	If no boat has passed the first mark within the Mark 1 Time Limit, the race will be abandoned.								
16.3	If no boat has finished within the Race Time Limit, the race will be abandoned.								
16.4	The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalised or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored TLE shall be scored points for the finishing place one more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.								
16.5	Failure to meet the Target Time will not be grounds for redress. This changes								

	RRS 62.1(a).
<b>17</b>	<b>HEARING REQUESTS</b>
17.1	The protest time limit is 60 minutes (1 hour) after the last boat finishes the last race of the day or the race committee signals no more racing today, whichever is later. The time will be posted on the official notice board.
17.2	Hearing request forms are available from the race office or on line at <a href="http://9ernsw.ourclubadmin.com">9ernsw.ourclubadmin.com</a> .
17.3	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. Hearings will be held in an area to be advised, located at TASC, beginning at the time posted. Arbitration will be available and conducted in accordance with RRS Appendix T. A boat that accepts a penalty shall have 20 percent of the score for a DNF added to their score for that race but their score will be made no worse than the score for DNF.
<b>18</b>	<b>SCORING</b>
18.1	The scoring system is RRS Appendix A.
18.2	Four (4) races are required to be completed to constitute a series. The Series consists of 2 rounds.
18.3	(a) When fewer than five (5) races have been completed, a boat's series score will be the total of her race scores. (b) When from five (5) to ten (10) races have been completed, a boat's series score will be the total of her race scores excluding her worst score. (c) When eleven (11) or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.
18.4	[NP] Competitors that do not sign on or sign off shall be scored DSQ without a hearing. This changes RRS 63.1 & A5.
18.5	RRS A5.3 will apply.
<b>19</b>	<b>SAFETY REGULATIONS</b>
19.1	[DP] All boats shall sign on and sign off for each race session.
19.2	[DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
<b>20</b>	<b>REPLACEMENT OF CREW OR EQUIPMENT</b>
20.1	[DP] Substitution of competitors is not allowed without prior written approval of the Race Committee.
20.2	[DP] Substitution of damaged or lost equipment is not allowed unless authorised in writing by the Race Committee. Requests for substitution shall be made to the committee at the first reasonable opportunity, which may be after the race.
<b>21</b>	<b>EQUIPMENT AND MEASUREMENT CHECKS</b>
21.1	A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
21.2	[DP] When instructed by a race official on the water, a boat shall proceed to a designated area for inspection.
<b>22</b>	<b>OFFICIAL VESSELS</b>

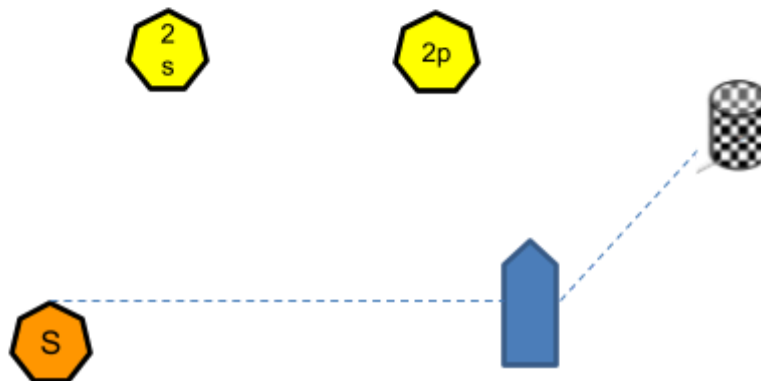
22.1	Official vessels will display the TASC or RMYC Toronto burgees or signage.
<b>23</b>	<b>[DP] SUPPORT TEAMS</b>
23.1	Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment.
23.2	If Code Flag V is displayed with one sound signal by the Signal Vessel, team leaders, coaches and other support persons on the water shall monitor the race management channel VHF 73 for instructions and assist as requested.
<b>24</b>	<b>TRASH DISPOSAL</b>
24.1	Trash may be placed aboard official or support person vessels. Trash is not to be disposed of in the waters of the racing area, rigging area or surrounds except in a clearly marked Trash receptacle.
<b>25</b>	<b>BERTHING</b>
25.1	[DP] Boats shall be kept in their assigned places while in the boat park.
<b>26</b>	<b>PRIZES</b>
26.1	Prizes will be given for 1st, 2nd & 3rd place Male and 1st, 2nd & 3rd place Female.
26.2	Additional prizes will be awarded at the discretion of the Organising Authority.
<b>27</b>	<b>RISK STATEMENT</b>
27.1	RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.
27.2	<p>This Risk Warning is issued, pursuant to the Civil Liability Act 2002, to all persons wishing to participate in the sailing activities conducted by the OA.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• The extremes of weather and sea conditions.</li> <li>• The potential that control of vessels may be lost, resulting in collision with objects and other vessels.</li> <li>• The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.</li> <li>• 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 when medical care is available.</li> </ul>

	<ul style="list-style-type: none"> <li>• Exposure to the elements for extended periods.</li> <li>• The possible presence of dangerous marine life.</li> </ul> <p>The OA also warns 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 any sailing event with the OA</p>
<b>28</b>	<b>INSURANCE</b>
28.1	Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD\$10,000,000 per incident or the equivalent.

ADDENDUM 1

Fleet	29er, FX and 49er
Course Number	Description
2	Start – 1 – 2s/2p – 1 – 2p – Finish
3	Start – 1 – 2s/2p – 1 – 2s/2p – 1 – 2p - Finish

Marks	Description
1, 2s & 2p	Yellow cylindrical or conical inflatable buoys
Finish	Chequered Flag cylindrical Inflatable buoy
Start	A stick mark or race management vessel displaying an orange flag
Notes	<p>All marks shall be rounded to port except the gate. Vessels are required to pass between gate marks 2s and 2p on each downwind lap. Gate marks may be replaced by a single mark 2p which if so replaced shall be rounded to port.</p> <p>Changes in buoy shape and colour may be amended at Briefing on Day 1.</p> <p>An extended top mark may be provided for the FX and 49er fleets. This will be notified at briefing.</p>



## ADDENDUM 2.

The racing area will be in the waters to the NE and SW of TASC. If two course areas are required, competitors will be advised of the approximate location of their course. Course areas will also be distinguished by the use of all red rounding marks (4 of a Kind regatta) or all yellow rounding marks (9er, MG, 505 regatta).

