



**International Cadet, Flying 11 and 9er Tasmanian
Championships
Tasmanian and Open Optimist Championships and
Intermediate and Green Fleet Optimist State Regatta
17 and 18 March 2018**

SAILING INSTRUCTIONS

Organising Authority: Sandy Bay Sailing Club Incorporated for the International Cadet Class Association of Tasmania (Fleet V); Flying 11 Association of Tasmania; Tasmanian 9er Association; and Tasmanian International Optimist Dinghy Association (TIODA).

1. RULES

The regatta is governed by the *rules* as defined in The Racing Rules of Sailing (RRS).

The following rules will be changed:

Rule 33 – Changing the next leg of the course; Rule 35 – Time limit and scores; Rule 44.1 – Taking a Penalty; and Rule 63.1 – Protests for Sign on and Sign off.

There may be on-water rules observers, who may notify competitors on the water that a rule breach was observed. In this case competitors may consider taking a penalty at the time or initiating a protest. Protests arising from these observations may be initiated by the Protest Committee under RRS 60.3.

Optimist

The ISAF Introductory Rules of Sailing Version 1.01 (February 2008) will apply to the Optimist Green Fleet.

Discretionary penalties will apply to Rule 41 – Outside Help. Actions of the Race Committee in retrieving crews from the water and returning them to their boats may not be penalised.

9er

Rule 44.1 and Rule P2.1 are changed so that the Two-Turn Penalty is replaced by One-Turn Penalty.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board outside the Secretary's Office at Sandy Bay Sailing Club (SBSC).

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted by 0830 on the day it takes effect, except any change to the schedule of races will be posted by 1800 on the race day before it takes effect.

4. SIGNALS MADE ASHORE

Signals made ashore will be displayed on the flag mast at the SBSC Starting Box.

Flag AP with two sound signals (one sound signal when lowered) means 'The race is postponed. The warning signal will be made not less than 30 minutes after AP is lowered.' This changes Race Signals.

Flag D with three sound signals (one sound signal when lowered) means 'No boat shall leave the shore and all boats on the water shall immediately return to the shore'.

5. SCHEDULE

As set out below for each class:

(a) International Cadet

Day / Date	Event / Time
Saturday 17 March	Registration 0830-0900
Saturday 17 March	Class briefing 0900
Saturday 17 March	First Warning Signal 1000
Sunday 18 March	First Warning Signal 1000
Sunday 18 March	Presentation after final race of the day

(b) Flying 11

Day / Date	Event / Time
Saturday 17 March	Registration 0830-0900
Saturday 17 March	Class briefing 0900
Saturday 17 March	First Warning Signal 1000
Sunday 18 March	First Warning Signal 1000
Sunday 18 March	Presentation after final race of the day

(c) Optimist

Day / Date	Event / Time
Saturday 17 March	Registration 0830-0900
Saturday 17 March	Class briefing 0900
Saturday 17 March	First Warning Signal 1000
Sunday 18 March	Optimist Green Fleet briefing 0900
Sunday 18 March	First Warning Signal 1000
Sunday 18 March	Presentation after final race of the day

(d) 9er

Day / Date	Event / Time
Saturday 17 March	Registration 0830-0900
Saturday 17 March	Class briefing 0900
Saturday 17 March	First Warning Signal 1000
Sunday 18 March	First Warning Signal 1000
Sunday 18 March	Presentation after final race of the day

All Classes

Eight (8) races are scheduled, of which three (3) completed races constitute a series.

Races may be sailed back to back with a maximum of six (6) races per day.

There will be a maximum of three (3) races per day sailed back to back.

Green Fleet Optimist number of races to be decided at the Regatta.

There may be a lunch break to suit the program.

After a long postponement, to alert boats that a start sequence will begin soon, an orange flag will be displayed with one sound. The orange flag will be displayed for at least five minutes before a warning signal is displayed.

No Warning signal will be made after 1730 on Saturday 17 March 2018.

No Warning Signal made after 1500 on Sunday 18 March 2018.

6. CLASS FLAGS

CLASS	FLAG	COURSE AREA
Int. Optimist Green Fleet	Green Optimist Class Flag	Green
Int. Optimist	Optimist Class Flag	Alpha
Int. Cadet	Code Flag 'Y'	Alpha
Flying 11	Flying 11 Class Flag	Alpha
29er	Orange 29er Class Flag	Bravo
49er	White 9er Flag	Bravo

7. RACING AREA

The racing area will be on the Derwent Estuary near the Sandy Bay Sailing Club on three Course Areas: Green, Alpha and Bravo.

8. COURSES

The diagrams in Attachment A show 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. MARKS

Alpha Course

Marks 1, 2, 3, and 4 will be yellow pyramid inflatable buoys. Change of course mark will be a red inflatable cylinder.

Bravo Course

Marks 1A and 4 will be orange inflatable cylinders.

10. AREAS THAT ARE OBSTRUCTIONS

There are no obstructions.

11. THE START

11.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.

Races will be started in the following order on Alpha Course:

International Optimist
International Cadet
Flying 11

The order may be changed by the Race Committee without notice to facilitate the smooth conduct of the race program.

11.2 Starting line

Alpha Course

The starting line will be between an orange staff displaying an orange flag or shape on the Race Committee Boat at the starboard end, and a fisherman's buoy bearing an orange flag at the port end.

When starting, all boats shall pass to port of a fisherman's buoy bearing a green flag which may be laid approximately on the starting line.

Bravo Course

The starting line will be between an orange staff displaying an orange flag or shape on the Race Committee Boat at the starboard end, and an orange inflatable cylinder at the port end.

11.3 Boats whose preparatory signal has not been made shall keep clear of the starting area and of all boats whose preparatory signal has been made. [DP]

11.4 A boat starting later than four (4) minutes after her starting signal will be scored DNS. [NP]. This changes RRS A4 and A5.

12. 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.

13. THE FINISH

Alpha Course

The Finishing line will be between an orange staff on a Race Committee Boat and a fisherman's buoy bearing an orange flag.

Bravo Course

The Finishing line will be between an orange staff on a Race Committee Boat and a yellow inflatable mark.

Code Flag 'L' when flown from a Race Committee Boat at the finish means 'Another Race will start as soon as practical.' This changes Race Signals.

14. PENALTY SYSTEM

For the 9er classes RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

15. TIME LIMITS AND TARGET TIMES [NP]

The time limit for each class will be 60 minutes. For boats failing to finish within 15 minutes of the first boat to finish, or within the time limit, whichever is later, will be scored Did Not Finish. This changes RRS 35 and A4 and A5.

Target time for International Cadet races is 25 minutes.

Target time for Optimists races is 25 minutes.

Target time for Flying 11 races is 25 minutes.

Target time for 9er races is 20 minutes.

16. PROTESTS AND REQUESTS FOR REDRESS

Protests shall be written on forms available at the SBSC Race Office. Protests and requests for redress or reopening shall be delivered to the Race Office returned within the time limit.

The time limit for all classes is 60 minutes after the last boat has finished the last race of the day, or the Race Committee signals no more racing today, whichever is later.

Boats wishing to protest under Part 2 of the RRS or RRS 31 must hail their intention to do so to the Race Committee Boat before leaving the vicinity of the finish. Boats must ensure that their hail is acknowledged by the sailing staff on the Race Committee Boat.

Protests will be heard in approximately the order of receipt.

Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when there is a hearing in which they are parties or named as witnesses.

On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

16.1. ARBITRATION

RRS Appendix T applies, amended so that an Arbitrator can form part of a subsequent Protest Committee.

17. SCORING

Three (3) completed races constitute a series. There will be a maximum of eight (8) races.

(a) When fewer than six (6) races are complete, a boat's series score will be the total of her race scores.

(b) When six (6) or more races are complete, a boat's series score will be the total of her race scores excluding her worst score.

Green Fleet Optimist number of races to be decided at the Regatta.

18. SAFETY REGULATIONS - TAG ON – TAG OFF [SP] [NP] [DP]

Boats launching from SBSC shall tag on prior to leaving shore. Boats returning to SBSC shall tag off upon returning to shore. When races are sailed back to back, competitors need only Tag On and Tag Off on shore once.

Prior to starting the first race of a session, ALL boats shall report to the Race Committee Boat once on station by hailing their sail number and their division, and having their hail acknowledged by the staff on the Race Committee Boat. Failure to comply with this Sailing Instruction may result in action by the Race Committee.

Boats retiring or leaving the course for any reason shall inform the Race Committee Boat either in person, or via a safety or coach boat at the earliest possible opportunity.

Boats retiring shall indicate on the sign off sheet the race from which they retired.

Failure to tag on will result in that boat being penalised five (5) places for the first race of the session (but not worse than DNF). Failure to tag off will result in that boat being penalised five (5) places for the last race of the session (but not worse than DNF). Penalties will be applied without a hearing. This changes RRS 63.1.

19. REPLACEMENT OF CREW OR EQUIPMENT [DP]

19.1 Substitution of competitors will not be allowed without prior written approval of the race committee. [DP]

19.2 Substitution of damaged or lost equipment will not be allowed unless authorised by the race committee. Requests for substitution shall be made to the committee at the first reasonable opportunity.

20. SUPPORT BOATS

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 class to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment. [DP]

21. RADIO COMMUNICATIONS

Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats. [DP]

22. PRIZES

Prizes will be given as stated in the Notice of Race.

23. DISCLAIMER OF LIABILITY

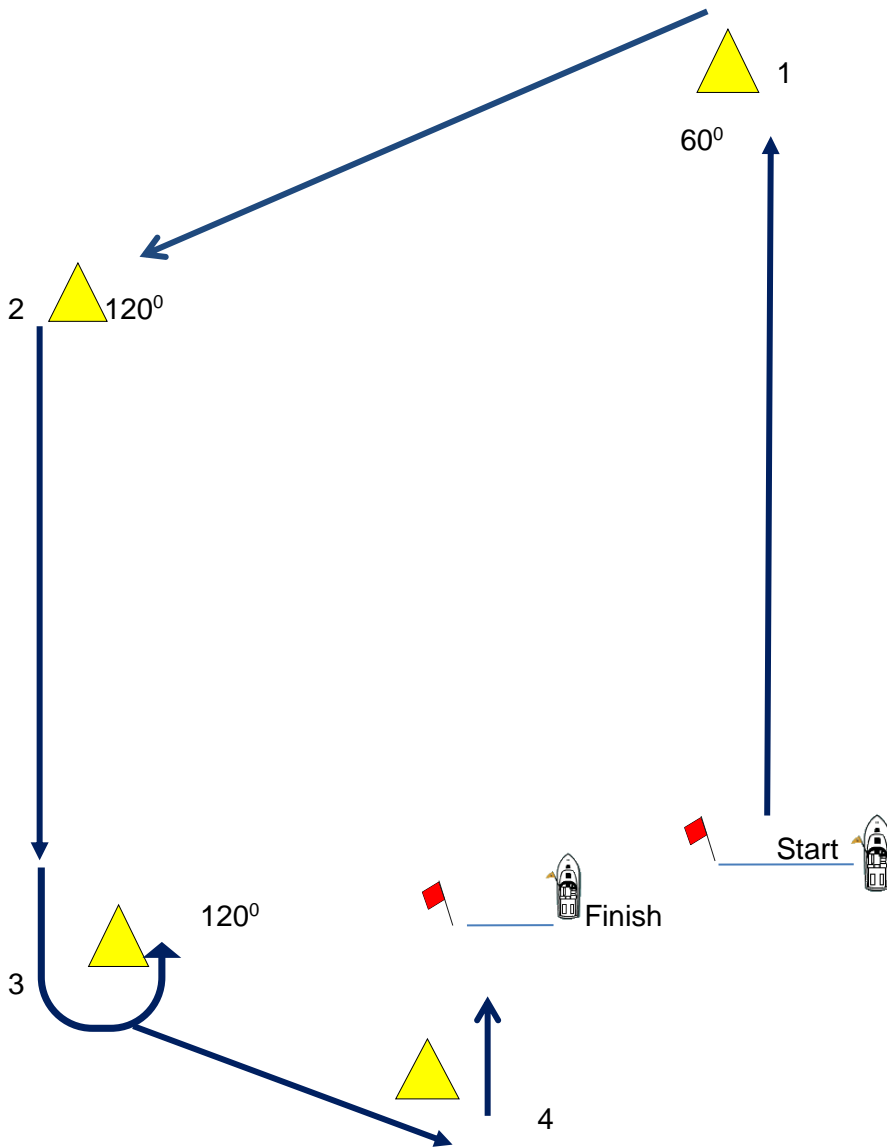
Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

24. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$5 million per incident or the equivalent.

ATTACHMENT A – COURSES

Alpha Course



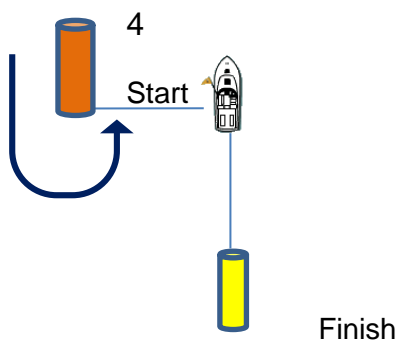
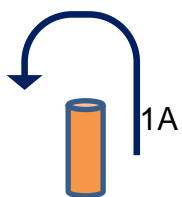
The diagram and descriptions show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

Start – Mark 1 approximately 600m

Mark 2 to Mark 3 approximately 400-500m

Optimist	Start – 1 – 2 – 3 – 2 – 3 – 4 - Finish
International Cadet	Start – 1 – 2 – 3 – 2 – 3 – 4 - Finish
Flying 11	Start – 1 – 2 – 3 – 2 – 3 – 4 - Finish

Bravo Course



The diagram and descriptions show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.

Start – Mark 1A approximately 900m

29er, 49er	Start – 1A – 4 – 1A – 4 - Finish
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Sandy Bay Sailing Club Rescue Plan

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsized to a whole-of-fleet emergency. Participants include designated Race Committee rescue craft, mark boats, coach boats and spectator boats at different levels of the Plan.

A full briefing for the parties will take place prior to the Practice Race for each regatta conducted by Sandy Bay Sailing Club and at the start of each sailing season.

All rescue activities will be conducted under the control and direction of the Alpha Course Race Officer (RO) in liaison with the Shore Patrol.

Radio traffic from a rescue boat involved in a rescue will have priority over other transmissions. Normal Radio Frequency on Alpha Course will be Channel 10. In the event of radio concerns, Channel 9 will be the back-up Channel. Normal Radio Frequency on Bravo Course will be Channel 15.

All powered craft in the vicinity of the course and associated with the racing (rescue, mark-laying, coach and spectator boats) shall register their type of radio (UHF/VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

The Alpha Course RO shall have contact with a suitably qualified on-call medical practitioner at all times. The Alpha Course RO shall also maintain lines of communication with Hobart VTS (Hobart Port Control) and local emergency services.

Rescue Boat Equipment

Each designated rescue boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, a readily available and effective sharp knife to cut sheets, trampoline, harnesses etc. to free a sailor, a supply of green floats on lanyards, heaving lines, towlines, and safety equipment as determined by MAST for the size and type of vessel.

Each designated rescue boat will be crewed by two competent, licensed operators, at least one of whom will be an adult. One person on each boat shall at all times be prepared to enter the water to assist in a rescue.

Level 1 - Normal conditions (0 to 15 knots of breeze)

Individual boat capsized or breakage involving a need for assistance. This will be carried out by an individual rescue boat and reported to the Course RO as either:

- ☞ Standing By
- ☞ Assisting in Recovery of the Boat or
- ☞ Additional Assistance Required - Specify (e.g. Medical, tow, etc.)

If a crew member of the rescue boat is required to enter the water, this must be reported to the Course RO.

Where possible, towing duties should be assigned to Race Committee Boats other than designated rescue boats.

Level 2 - Strong conditions (15 to 25 knots of breeze)

Multiple capsizes or breakages. All Race Committee boats will be called upon to assist with rescues, coordinated by Course RO. Regular situation reports from boats engaged in rescues to be radioed to Course RO.

At the upper end of this wind-range, coach boats may be called upon to assist, however the Alpha Course RO will not deploy this option unless circumstances dictate.

Level 3 - Wind strength consistently over 25 knots, gusting higher

Racing abandoned. All competing boats to return to shore as soon as possible. Competitors on-shore not to launch. All Race Committee and coach boats to be available to assist with rescue at the direction of the Alpha Course RO. The Alpha Course RO to liaise with the Shore Patrol.

Level 4 - Severe, gale strength conditions

All Race Committee and coach boats involved in rescue, at direction of Alpha Course RO. Overall rescue plan managed by Alpha Course RO in liaison with the Shore Patrol.

May involve abandoning competing boats on the course area and collecting crews in Race Committee and coach boats. Suitable spectator boats may be asked to take crews on board from other rescuing craft.

Abandoned boats must have a green float attached to the rigging signifying that crews are safe.

Alpha Course RO shall maintain level of contact required with other Race Committees operating fleets in the vicinity to determine best use of available resources. SBSC rescue boats may be called upon to assist other fleets. This shall be at the direction of the Alpha Course RO.

Electrical storms

In the event of an electrical storm forecast, the Race Committee should consult the weather radar to observe the track of the storm, if any, and take appropriate action, which may include postponing launching, returning to shore, continue racing or shortening courses. The Race Committee should continue to observe the weather radar until the storm has passed or racing is concluded.

Important

Maintenance and monitoring of Tag-On and Tag-Off is critical to the success of the Rescue Plan. The Shore Patrol shall ensure that at all times there is a competent person on duty to note sign-offs from retiring or finishing competitors.