

**BYRA**

2017 Pittwater Winter Series

Notice of Race and  
Sailing Instructions

## SECTION 1 – GENERAL NOTICE OF RACE AND SAILING INSTRUCTIONS

### PREAMBLE

As well as great racing our *Winter Series* places a considerable emphasis on continuing junior development. The series is free to all junior sailors. Further to this, if you are looking to conduct some race specific training or starts, contact us and we will try and accommodate your needs.

### 1 RULES

- 1.1 The series will be governed by the rules as defined in the current *Racing Rules of Sailing*.
- 1.2 All boats must comply with *YA Special Regulations in Addendum A Part 2 Off the Beach Boats*. Where the current class rules of competing boats are of a lesser standard than the Special Regulations then the latter will prevail.
- 1.3 Racing rule(s) will be changed as appear in full in these *Sailing Instructions*. The sailing instructions may also change other racing rules.

### 2. ELIGIBILITY AND ENTRY

- 2.1 Every boat competing shall be helmed by a member of a recognized *Sailing Club*.
- 2.2 Boats may enter by completing the entry form on the website; or enter at the club on the day.
- 2.3 General entry is \$10 per round; all junior class are free.
- 2.4 All boats shall be covered with adequate Public Liability and Third Party Property insurance to the sum of at least \$10,000,000 (ten million).
- 2.5 BYRA reserves the right to restrict the number of boats entering into the series.

### 3 CAMERAS AND ELECTRONIC EQUIPMENT

- 3.1 Boats may use cameras, sound equipment or positioning equipment for the purpose of training; coaching or performance review only.

### 4 DATES OF RACING

<b>ROUND 1</b>	28th	MAY
<b>ROUND 2</b>	25th	JUNE
<b>ROUND 3</b>	23rd	JULY
<b>ROUND 4</b>	27th	AUGUST.

## 5 NOTICES TO COMPETITORS

5.1 Notices to competitors will be posted on the Official Notice Board, down stairs in the BYRA Clubhouse.

Also on line at: <https://www.facebook.com/BYRA.WinterSailing>

## 6 CHANGES TO SAILING INSTRUCTIONS

6.1 Any change to the sailing instructions will be posted before 08.30 on the day of racing

Also at: <https://www.facebook.com/BYRA.WinterSailing/>

## 7 SIGNALS MADE ASHORE

7.1 Signals made ashore will be displayed on the flagstaff, located on the North East corner of the Clubhouse.

7.2 For sailors not sailing from BYRA signals ashore will also be posted at:

<https://www.facebook.com/BYRA.WinterSailing/>

## 8 SIGNING ON AND OFF

8.1 Helmspersons or Crew shall sign on the appropriate sheet immediately after the briefing prior to starting, and sign off within one hour of finishing or retiring from the last race of the day.

The 'sign on' and 'sign off' sheets will be located in the downstairs lobby.

8.2 Sailors starting from RPAYC or ASC can sign on and off at their respective clubs. A list of these sailors is to be provided to the Race Officer by pre-approved electronic means or given to the *Race Officer* on the Start Boat prior to the commencement of the first race.

8.3 Boats not finishing shall advise the Committee Vessel or Race Officers and '*sign off*'.

## 9 STARTING PROCEDURE

9.1 Races will be started using a THREE-MINUTE SEQUENCE. This changes rule 26.

SIGNAL	FLAG (AND SOUND)	MINUTES BEFORE STARTING SIGNAL
Warning	Division Flag (1 sound)	3 minutes
Preparatory	'P Flag' (1 sound)	2 minutes
One-Minute	'P Flag' removed (1 long sound)	1 minute
Starting	Division Flag removed (1 sound)	0 minute

9.2 Times will be taken from the visual signals; any failure of the sound signal shall be disregarded.

9.3 Boats shall not start later than 5 minutes after their starting signal.

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#### 10 BRIEFING

10.1 Briefing for all helmspersons or crew will be held in the Clubhouse at approximately 08.30 hrs.

A version will be available on line by 08.40 <https://www.facebook.com/BYRA.WinterSailing>

#### 11 AREAS THAT ARE OBSTRUCTIONS

11.1 The area of water between the registered moorings and the adjacent shoreline inside Pittwater including Scotland Island shall be considered as PROHIBITED WATER (i.e. continuing obstruction) for boats that are racing. All Navigational Marks shall be passed on their designated side.

#### 12 COACHING

12.1 Any person may coach Green Fleet or Silver Fleet competitors but only if approval has been given by the *Race Officer*.

12.2 A *Special / Training* division exists under code flag "B" which may be coached. If you have a group of junior sailors, perhaps new to racing, or looking for a specific training focus, or just to practice starts contact the Race Officer prior to the commencement of racing.

12.3 Coach boats must keep clear of other competitors racing.

12.4 Coaching of such competitors does not constitute grounds for protest under RRS 41 (*Outside Help*)

#### 13 REPLACEMENT OF CREW OR EQUIPMENT

13.1 Substitution of competitors is allowed with notification to the *Race Officer* no later than 1 hr after substitution.

13.2 Substitution of damaged or lost equipment is allowed so long as such substitution does not interfere with any other competing sailor

#### 14 LIABILITIES OF COMPETITORS

14.1 All those taking part in any race do so at their own risk and responsibility.

14.2 BYRA is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

14.3 Attention is drawn to RRS Fundamental Rule 4, which states - "*The responsibility for a boat's decision to participate in a race or to continue racing is hers alone*".

#### 15 FACILITIES AND LUNCH

15.1 Race entry includes sausage sandwiches and a drink on the deck at BYRA from 12.00

15.2 All competitors are welcome to use the clubhouse facilities: change rooms, showers etc.

SECTION 2 – THE COURSE

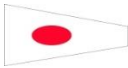

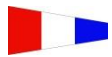

16 RACING AREA

16.1 The race area shall be Pittwater north or south of Scotland Island depending on breeze.

16.2 A decision on the location of the course shall be communicated at the briefing at the club and on Facebook for those starting from other Pittwater clubs.

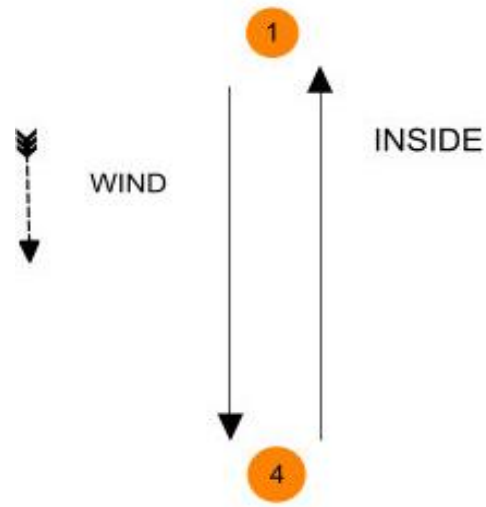
17 CLASS FLAGS

17.1 Class Flags will be:

	'NP 1'	Junior GREEN
	'NP 2'	Junior Open
	'NP 3'	Senior Open
	B	Special / Training

18. COURSE

18.1 The diagram to the right shows the courses to be sailed.

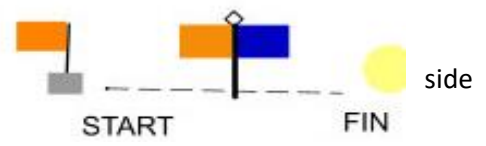


19 MARKS

19.1 Marks 1, and 4 will be orange cylindrical marks, approximately 1.2m high.

20 START AND FINISH

20.1 The starting line will be between a staff displaying an orange flag on the starting / committee boat and the course of the port-end starting mark; an orange flag on a floating buoy.



20.2 The finish will be between the Finish mark and the flagstaff displaying a blue flag on the Race Committee Vessel displaying a blue flag.

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**20.3** Boats whose warning signal has not been made shall avoid the starting and finishing area during the starting sequence for other races.

**20.4** A boat starting later than 4 minutes after her starting signal will be scored Did Not Start without a hearing.

**21 COURSE BY CLASS**

**21.1** A board displaying the course will be displayed by the Race Committee Vessel. If no board is displayed, classes shall sail course 2 (where applicable)

Optimist / Bic GREEN	<b>1:</b> START – 1 - F
Junior Open	<b>1:</b> START – 1 - F <b>2:</b> START – 1 – 4 – 1 - F
Senior Open	<b>1:</b> START - 1 - F <b>2:</b> START – 1 – 4 – 1 - F

**21.2** If a significant number of boats from one particular class are participating a specific class flag and a course change may be employed. As per (6.1) any change to the sailing instructions will be posted before 08.30 on the day of racing

**22 STARTING TIMES**

**22.1** The first warning shall be made at 0940 hrs on each scheduled round.

**23 TIME LIMIT**

**23.1** The time limit for all classes shall be 20 minutes from the first boat to finish.

**23.2** Boats finishing more than fifteen (15) minutes after the first boat in each class finishes, will be scored "Did Not Finish".

**24 SCORING**

**24.1** Low-Point Scoring System.

**24.2** 5 races are required to be completed to constitute a series.

**24.3** When from 5 or more races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.

## **25 PROTESTS**

**25.1** All protests and requests for redress shall be lodged in accordance with RRS 61 and 62 and shall be delivered to the Race Officer within 60 Minutes of her finish.

**25.2** Initially protests will be heard by “mediation” held as soon as possible after lodgment of a protest. The mediator will meet with the protestor and protested and conduct a mediation hearing as fully described in General Sailing Instructions.

## **26 PROTEST MEDIATION**

**26.1** A mediation hearing may be conducted for all protests lodged in accordance with RRS 61, which allege an infringement of RRS Part 2 or Part 4. Such hearings will be held subsequent to protest being lodged and prior to the protest hearing.

**26.2** The time and place of the hearing will be decided by the mediator and such advice may be given verbally.

**26.3** A mediation hearing shall not be reopened. Conclusions of a mediator shall not be subjected to appeal nor be grounds for redress.

## APPENDIX A – REPORTING BOATING ACCIDENTS

There are legal requirements for reporting boating accidents in NSW. A penalty exists for not reporting an accident to NSW Maritime. The following is an extract from page 79 of the NSW Maritime Boating Handbook, which describes these requirements: -

*“If a boating accident occurs in any port or navigable water in NSW, the master of the vessel must:*

- i) Stop the vessel immediately
- ii) Give any assistance which may be necessary
- iii) Produce any licence
- iv) Give details to any person having reasonable grounds for requesting them. This includes master's name and address and any distinguishing number (that is, registration number or permit number), which is required to be displayed on the vessel

## POLICY FOR HANDLING INCIDENTS OCCURRING IN AQUATIC EVENTS

The NSW Maritime will leave the management of incidents occurring under an Aquatic License largely to participating Clubs or Governing Bodies/Organizations. In general, all race participants compete under governing body regulations, are aware of the risks involved, and are (mostly) covered by Third Party Public Liability insurance.

The NSW Maritime will generally intervene only where it is clear that the issue is a significant one and action by the Club or Governing Body/ Organization appears to have been inappropriate or incomplete and/or there has been a significant disregard of marine legislation.

## POLICY FOR HANDLING INCIDENTS OCCURRING UNDER AQUATIC LICENCES INVOLVING SAIL POWER AND VESSELS.

1. The NSW Maritime expects that the organising Club will investigate incidents between vessels racing in licensed events on the basis of the rules under which the vessels were competing or racing.
2. The *Navigation (Collision) Regulations* – NSW will always prevail where racing and non-racing vessels interact and when vessels are racing under different governing body regulations.
4. The NSW Maritime reserves the right to investigate any incident at any time and will ALWAYS investigate when significant disregard of marine legislation occurs.

Note:

1. “Serious injury” is defined as requiring hospitalization other than for treatment of minor injury or for observation only.
2. “Significant damage” is determined having regard to the types of vessels involved and would generally be in excess of a \$ value which is appropriate to the overall value of the vessel (eg \$500 quantum could be appropriate for small boats).