2016 - 2017
NSW & ACT DISTRICT LASER ASSOCIATION
LASER, LASER RADIAL AND LASER 4.7
NSW METROPOLITAN CHAMPIONSHIP

18th and 19th March 2017
Double Bay Sailing Club

**The Organising Authority is the NSW & ACT District Laser Association
in association with Double Bay Sailing Club**

SAILING INSTRUCTIONS

1. RULES

The Regatta will be governed by the Rules of Sailing, the Australian Sailing Prescriptions and Part 2 of the Special Regulations of Australian Sailing, the rules and by-laws of the International Laser Class Association (ILCA), the Navigation Collision Regulations of NSW (Instruction 23), the Notice of Race (all as amended by these Sailing Instructions) and these Sailing Instructions.

2. ELIGIBILITY AND ENTRY

2.1 Entries shall be lodged in accordance with NoR 3.

2.2 All competitors shall complete registration with the Organising Authority.

2.3 All competitors shall be current financial members of a district of the ILCA and of a yacht or sailing club affiliated with a National Authority.

2.4 Eligibility for age group divisions shall be the competitor's age on 18 March 2017.

3. NOTICES TO COMPETITORS

Notices to Competitors will be posted on the official Regatta Notice Board located on the western wall inside Double Bay Sailing Club (DBSC).

4. CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted at least two hours before the first race on the day it will take effect, except that any change in the schedule of races will be posted by 1900 on the day before it will take effect.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the DBSC flag mast located in Steyne Park immediately outside the DBSC roller door.

5.2 When flag AP is displayed ashore, "one minute" is replaced with "not less than 30 minutes" in race signal AP.

6. RACING SCHEDULE

6.1 The racing schedule follows:

Event	Day	Date	Time
Briefing	Saturday	18 Mar 17	1130 hours
Racing	Saturday	18 Mar 17	First Warning Signal at 1330 hours. Subsequent starts shall be made ASAP after the preceding race
Racing	Sunday	19 Mar 17	First Warning Signal at 1100 hours. Subsequent starts shall be made ASAP after the preceding race

6.2 A maximum of six races are to be conducted for the Championship.

6.3 No Warning Signal shall be made after 1530 hours Sunday 19 March 2017.

7. FLEETS

7.1. The Laser Standard division shall sail as one fleet.

7.2. The Laser Radial division shall sail as one fleet.

7.3. The Laser 4.7 division shall sail as one fleet, providing there are more than eight entries. Otherwise they shall sail with the Laser Radial division.

7.4. The Race Committee may decide to change the fleet structures based on numbers. Any decision of the Race Committee regarding changes to divisions shall be communicated as a Change to Sailing Instructions.

8. FLEET FLAGS

8.1. The Laser Standard fleet flag will be a white flag with a red Laser emblem.

8.2. The Laser Radial fleet flag will be a green flag with a red Laser emblem.

8.3. The Laser 4.7 fleet flag will be a yellow flag with a 4.7 emblem.

9. RACING AREA

The racing area will be the waters of Sydney Harbour in the vicinity of DBSC.

10. COURSE

See Attachment A.

11. MARKS

11.1. Mark 1 will be a large red truncated pyramid.

11.2. Marks 2, 3S and 3P will be large orange truncated pyramids.

11.3. The Start Mark will be a yellow cylinder.

11.4. The Finish Mark will be a yellow cylinder with a blue top.

12. THE START

12.1. The starting order for Race 1 will be the Laser 4.7 fleet (if sailed separately), followed by the Laser Radial fleet, and followed by the Laser Standard fleet. This may be amended for subsequent races by the Race Officer.

12.2. Succeeding fleets may be started any time after the preceding fleet.

12.3. The starting line will be between the flag mast displaying an orange flag on the Race Committee boat at the starboard end and the port end Start Mark.

12.4. Boats who's Warning Signal has not been made shall avoid the starting area and all boats who's Warning Signal has been made.

12.5. A boat starting later than four minutes after her starting signal will be scored "Did Not Start". This amends rule A4.1.

12.6. Use of engines by a Race Committee boat to hold position shall not be an improper action of the Race Committee. Any effects will not be grounds for granting redress. This alters Rule 60.1(b) and 62.

13. CHANGE OF COURSE

To change the next leg of the course, the Race Committee will move the original mark (or the finishing line) to a new position.

14. SHORTENING COURSE

The course may be shortened in accordance with RRS 32. Amends Instruction 16.

15. THE FINISH

15.1. The finishing line will be between a flag mast displaying an orange flag on the race committee boat at the port end and the starboard end Finish Mark.

15.2. Use of engines by a Race Committee boat to hold position shall not be an improper action of the Race Committee. Any effects will not be grounds for granting redress. This alters RRS 60.1(b) and 62

16. PENALTY SYSTEM

16.1. The penalty for breaking a rule of Part 2 shall be a One-Turn Penalty (one tack and one gybe in the same direction) except for infringements occurring within the Zone, as defined in the RRS, where the penalty shall be a Two-Turns Penalty (two tacks and two gybes in the same direction). This changes RRS 44.1 and 44.2.

16.2. The Protest Committee may go on the water and to encourage boats to take penalties afloat jury members will blow a whistle when they see what they believe to be a breach of a rule.

17. RETIREMENT

17.1. A competitor who retires from a race, either before or after finishing, shall:

    a.   notify the Race Committee aboard the race committee boat; and

    b.   sign off before the end of Protest Time.

18. TIME LIMIT

18.1. The time limit for the first boat to complete the course and finish correctly in each fleet will be 90 minutes.

18.2. Boats failing to finish within 20 minutes after the first boat of the same fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes Rules 35, A4 and A5.

18.3. If no boat has rounded the first mark within 30 minutes from the start the race will be abandoned.

19. ARBITRATION

Appendix T may be applied, amended so that an Arbitrator may be part of a Protest Committee in any protest subsequent to arbitration.

20. PROTESTS AND REQUEST FOR REDRESS

20.1. Protests shall be written on forms available from the race office. Protests shall be delivered there within the protest time limit.

20.2. The protest time limit is 60 minutes after the last boat has finished the last race of the day.

20.3. Notices will be posted within 15 minutes of the protest time limit to inform competitors of the hearings in which they are parties or named as witnesses. Hearings will be held in the protest room located in the clubhouse. The Protest Committee will hear protests in approximately the order of receipt and as soon as possible.

20.4. Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under Rule 61.1(b).

20.5. For the purpose of Rule 64.3(b) the 'authority responsible' is the measurer appointed by the Organising Authority.

20.6. Breaches of instructions 13.4, 23, 26 and 28 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.

20.7. Rule 66 is amended by adding this sentence: "On the last day of racing, a party to the hearing may ask for a reopening no later than 30 minutes after being informed of the decision."

20.8. On the last scheduled day of racing a request for redress based on a Protest Committee decision shall be delivered not later than 30 minutes after the decision was posted. This changes Rule 62.2.

21. SCORING

21.1. Six races are scheduled, of which three completed races are required to constitute a series.

21.2. When four or more races are completed, the worst will be discarded.

21.3. All age and gender divisions will be awarded based on the ranking of competitors in the overall results.

22. SAFETY REGULATION, SIGNING ON AND SIGNING OFF

22.1. All skippers shall sign on prior to going afloat for racing in any session.

22.2. All skippers shall sign off within the protest time limit.

22.3. Boats failing to comply with Instructions 23.1, 23.2 and 23.4 shall receive a five point penalty (but no boat is to be scored worse than DSQ) in the race held closest to the indiscretion without a hearing. This changes Appendix A 4.2.

22.4. Two sign on and off systems will be employed. Sailors will use one of either:

a. A paper sign on and off sheet located near the official regatta noticeboard.

b. An SMS system. The SMS number is 0477 647 537. Sailors using this system must sign on and off to this number. No acknowledgement will be made of receipt. The SMS shall contain the sail number and the words "sign on" or "sign off". Multiple boats may be included on an SMS, noting that the sender takes responsibility for the accuracy of the SMS.

22.5. A skipper who retires from a race shall notify a race committee or safety/patrol boat as soon as possible and the race office immediately after returning to the shore.

23. HARBOUR SAFETY

23.1. Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail.

23.2. Competitors shall not interfere with inbound or outbound shipping.

23.3. To comply with Instructions 23.1 and 23.2, 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 30m from the sides of commercial shipping. An RMS (Maritime) vessel may escort a vessel from a position ahead of the vessel. A diagram illustrating this exclusion zone is at Attachment B. Penalties for boats infringing these Instructions are at the discretion of the Protest Committee.

23.4. Competitors shall not loiter in the Eastern or Western navigation channels, the regular ferry lanes, nor near heavy traffic areas such as Kirribilli Point, Garden Island, Bradley's Head, Steele Point, Chowder Head and Georges Head whilst not racing.

23.5. Competitors shall not approach within 50 metres of naval property, such as Garden Island and the Chowder Bay wharf.

23.6. Competitors should be aware the Double Bay Ferry wharf is immediately to the east of the Clubhouse and is in constant use by Sydney Ferries and other vessels. Competitors should exercise caution when leaving and returning to the Clubhouse. Competitors must give way to Sydney Ferries – see Instruction 23.1.

23.7. Seaplanes may operate within the racing area. An awareness guide to these and their operations is at Attachment C.

23.8. Attention is drawn to Fundamental Rule 1.2.

24. REPLACEMENT OF EQUIPMENT

Substitution of damaged or lost spars, boards, sail or hull will not be permitted unless approved by the Race Committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity.

25. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the ILCA Class Rules and Australian Sailing Special Regulations, Part 2 Off The Beach Boats.

26. SUPPORT BOATS

Team leaders, coaches and other support personnel shall stay 100 metres outside areas where boats are racing from the time of the preparatory signal until all boats have finished or retired or the Race Committee signals a postponement, general recall or abandonment, unless exception is granted by express authority from the Race Committee.

27. RUBBISH DISPOSAL

No rubbish is to be dumped into the water. All rubbish is to be handed to official boats or taken ashore.

28. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.

29. PRIZES

29.1. Prizes will be awarded to the Division winners.

29.2. Other prizes may also be awarded at the discretion of the Organising Authority.

30. DISCLAIMER OF LIABILITY

Competitors participate in the Regatta entirely at their own risk. See rule 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. Attention is drawn to Clause 15 of the Notice of Race.

31. INSURANCE

Each participating boat shall be insured with a valid third party liability insurance with a minimum cover of AUS $10,000,000. Signing the entry and declaration form confirms currency of this insurance.

Attachment A
2016 - 2017 NSW and ACT Laser Metropolitan Championship
Sailing Instructions

INSTRUCTION 10 COURSES

10.1   The Course (as shown in Illustration 1 and described in Table 1 below) shall be displayed on a board on the stern of the start boat before or with the Warning Signal.

10.2   Marks 3S/3P may be replaced by a singular mark 3, which shall be coloured the same as the two marks it replaces and shall be rounded to port except for the final rounding before approaching the finish when the mark shall be rounded to starboard

10.3   The indicative course layout is shown in Illustration 1. The diagram is approximate only, is not to scale, and does not override any other Instructions.
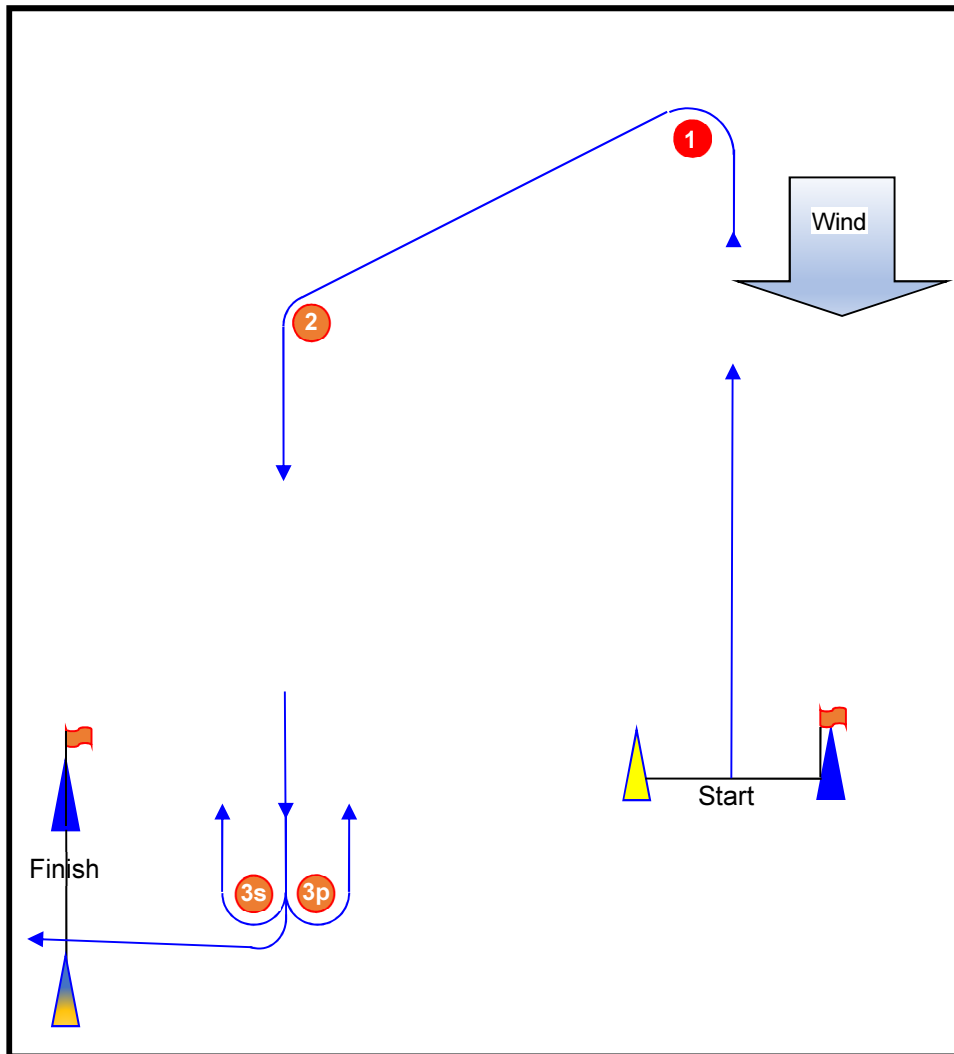

Illustration 1 – Course Layout

Course	Course Description (Marks 1 and 2 to port)
O1	Start – 1 – 2 – 3S (Starboard) – Finish
O2	Start – 1 – 2 – 3S/3P – 2 – 3S (Starboard) – Finish
O3	Start – 1 – 2 – 3S/3P – 2 – 3S/3P – 2 – 3S (Starboard) – Finish

Table 1 – Course Designators and Course Descriptions

RMS Maritime - Yacht Person's Brief

1.   Be Safe!

2.   Observe NSW 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 for taking avoiding action to prevent a collision.

Local Rules require sail craft to keep out of the way of ferries, naval vessels, seagoing ships and oil tankers. Pass the ferries clear at least 200m from the bow and 30m, either side and astern.

3.   Seagoing ships

All craft are to keep 500m clear ahead and 30m clear of each side and stern of seagoing ships. In Sydney Harbour and Botany Bay, seagoing ships over 100m length are escorted by a Sydney Ports' vessel, orange hull and yellow superstructure with flashing red and blue lights. Craft are not to pass between the escort vessel and the seagoing ship under escort.

Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the Master/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 500m from the bows of very large ships.

4.   Shipping Sound Signal Meanings:

One prolonged blast – I am approaching a bend or obscured area (blind spot).

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.

5.   When not racing keep at least 200m clear of any ferries displaying the Orange Diamond.

30 Metres

SHIP

30 Metres

500 Metres

30 Metres

FERRY 70 metres

30 Metres

200 Metres
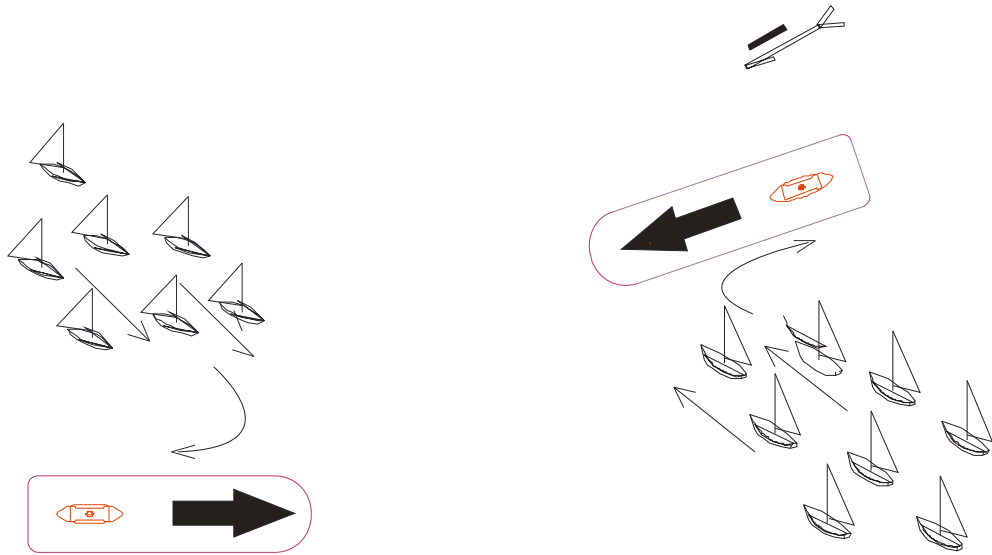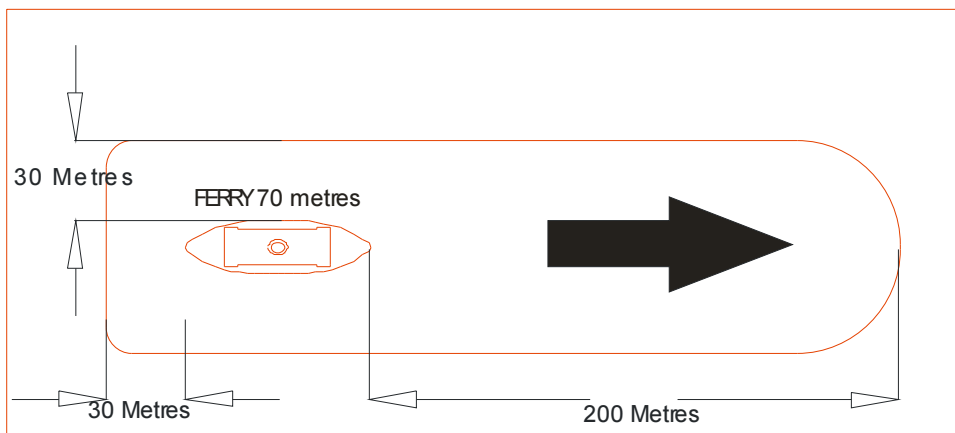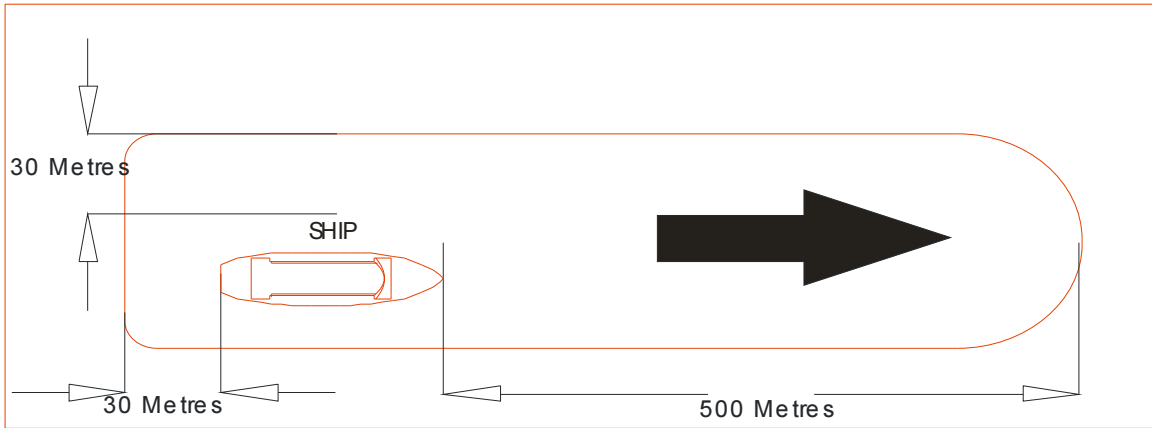
SHIP & FERRY ACTIVATED
EXCLUSION ZONE

SHARING THE WATER WITH SEAPLANES

MARINE SAFETY AWARENESS

In many water areas of NSW, seaplanes operate on areas of water which are also used by other marine vessels.

The purpose of this handout is to inform you, the mariner, of seaplane/floatplane practices and their interface with you and other waterway users.

Common questions asked of seaplane operators include:

o   Why are seaplanes permitted in water areas with other boats?
o   How does a seaplane pilot determine a take-off or landing direction?
o   Who has right of way on the water?
o   Can a seaplane manoeuvre effectively on the water?
o   Should a conventional (power or sail) vessel manoeuvre to avoid a seaplane?
o   How can I make the seaplane pilot's operations easier?
o   Where can I get more information?

PERMISSION FOR SEAPLANE OPERATIONS

Seaplanes operate in many water areas of NSW. They are permitted to operate in any area where a conventional power boat is also allowed.
Special approvals are sometimes granted to allow seaplane operations on waterways restricted only to sail craft. They also have approval to operate at speeds in excess of the marked speed limit for some areas for the purpose of take-off and landing. Keep an eye out at boat ramps for special signs as many frequently used seaplane areas have special warning signs at adjacent boat ramps. High frequency seaplane use areas are also generally marked on marine navigation charts and maps.

High frequency use areas in the Sydney area include:

Rose Bay, Sydney Harbour	Hawkesbury River
Pittwater	Gosford Area
Tuggerah Lakes	Lake Macquarie
Newcastle Harbour	Port Stephens

TAKE OFF AND LANDING DIRECTION

Almost all aircraft are designed to operate best when taking off or landing into the wind. This is because the wind provides 'free' airspeed. The aircraft needs a certain speed to lift off and a headwind assists this process. On a similar basis aircraft generally land into the wind, as they will then touch down at a slower speed relative to the water surface, resulting in less 'impact' on landing. Most aircraft can take off or land either across the wind or even downwind, but these types of take-offs and landings are generally less common.

CAN A SEAPLANE MANOEUVRE ON THE WATER?

Seaplanes are often described as fairly poorly designed boats, however they can manoeuvre quite effectively on the water, either when taxiing slowly or planing at speed. One training exercise in a seaplane requires the pilot to turn the aircraft in circles, slowly and quickly! The aircraft achieve these turns by the use of small rudders or by the use of the aircraft's 'air' control surfaces when moving more quickly. In strong winds it is often difficult to turn the aircraft downwind, as its streamlined shape gives least resistance when pointed into the wind, hence it doesn't like turning away from a strong breeze. When this occurs the pilot will often undertake a controlled drift downwind and use the aircraft's engine to 'tack' across the breeze. One other thing worth mentioning, most seaplanes (with some exceptions) cannot go astern under power.

RIGHT OF WAY ON THE WATER

Under the marine regulations applying in NSW an aircraft taxiing on the water must give way to all other vessels. This obligation on the part of the aircraft pilot does not allow other vessels to do whatever they wish. The obligation is on the controller of any vessel to undertake avoiding action in the event of the probability of a collision. You can be sure the seaplane pilot will be attempting to avoid any other vessel, as he will generally come off second best!

SHOULD ANOTHER VESSEL MANOEUVRE TO AVOID A SEAPLANE?

As regards 'right of way' rules, treat a seaplane as you would any other power boat and manoeuvre accordingly. Common sense applies in most instances. The seaplane pilot will be expecting you to act as if he were just another power boat. In most instances it will be sufficient to just continue what you were doing – so long as this wasn't going to bring you into an imminent collision situation.

HOW CAN I HELP?

The most difficult situation for any vessel captain is when another vessel is being operated unpredictably. Try to avoid sudden changes of direction, particularly when operating at speed. If your vessel generates a large wake, then try to avoid crossing just ahead of a taxiing aircraft, as he is in a similar situation as a small boat and will not thank you for getting some 'rock and roll'.

WHERE CAN I GET MORE INFORMATION?

If a seaplane is moored nearby, ask the pilot or you may contact any seaplane operator.

Commercial seaplane operators in Sydney are:

Sydney Seaplanes Pty Ltd   Phone - 02 9388 1978

Sydney By Seaplane   Phone - 02 9974 1455