



# Lake Jindabyne Sailing Club Inc.

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## Sailing Instructions for 2022-23 season

### 1) Rules:

- a) The Club races will be governed by the rules as defined in *The Racing Rules of Sailing (RRS) 2021-2024*.
- b) The Prescriptions and Special Regulations of Australian Sailing and Class rules will apply.

### 2) Entries – Wednesday Twilight and Sunday afternoon series:

All skippers and crew of sailing craft are eligible to participate in racing provided that they hold current Lake Jindabyne Sailing Club (LJSC) membership, the skipper has paid the annual race fee or the single race fee for the relevant race, and they hold valid third-party liability insurance with a minimum cover of \$10 million.

### 3) Changes to Sailing Instructions:

Any changes to these Sailing Instructions (SIs) will be announced by the Race Officer (RO) at any pre-race briefing (if held).

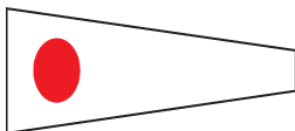
### 4) Schedule of Races:

- a) The season schedule is set out in the 2022-2023 Sailing Program;
- b) Except as specified in paragraph c) and d) below, one race is scheduled for each Wednesday and Sunday (except over the Christmas break and on the date of the Wallagoot Lake Boat Club Regatta when there is no racing);
- c) If a Twilight Series or Pointscore Series race is abandoned, it will be re-scheduled in the following week(s) as soon as possible along with any other races to be sailed that day.
- d) Two races are scheduled on the Sir William Hudson Trophy and Foundation Cup race days (the Trophy Races);
- e) The start sequence for the Wednesday Twilight race shall commence at 1755 hrs for starts at 1800 hrs for Division 2, 1805 hrs for Division 1 (and 1810 for the Green Fleet [Div 3] when scheduled). The starting sequence for the last two races of the season shall commence half an hour earlier for each Division respectively in order to finish before dark;
- f) The start sequence for the Sunday Pointscore race shall commence at 1455 hrs with a start at 1500 hrs for Division 2 and at 1505 hrs for Division 1;
- g) The start sequence for the Sir William Hudson Trophy and Foundation Cup race days, shall, for the first race, commence at 1255 hrs with a start at 1300 hrs for Division 2 and 1305 hrs for Division 1. For the second race, the start sequence shall commence at 1455 hrs with starts at 1500 hrs and 1505 hrs respectively;
- h) The start sequence for the Marathon shall commence at 1255 hrs with a start at 1300 hrs for Division 2 and 1305 hrs for Division 1.

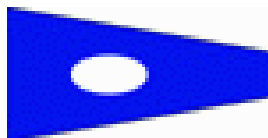
### 5) Class Flags:

The Warning Signal for each division shall be:

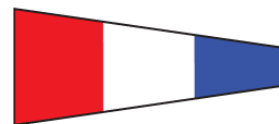
- a) Division One (monohulls); Numeral Pennant 1;
- b) Division Two (multi-hulls); Numeral Pennant 2.
- c) Division Three (Green fleet); Numeral Pennant 3



Numeral Pennant 1



Numeral Pennant 2



Numeral Pennant 3

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## 6) Signing-on (and off):

- Each skipper is required to 'sign-on' on the sheet provided for the purpose outside the Clubhouse prior to going afloat. Signing on signifies an intention to take part in the Race. Failure to sign-on will be treated as a Did Not Compete (DNC);
- Each skipper must also 'sign off' at the first available opportunity after coming ashore. The latest time for sign off is 1 hour after the last boat finishes and has come ashore;
- Signing off not only signifies to the RO that the boat in question has safely come ashore, but that the race has been sailed in accordance with the RRS. Failure to sign-off will be treated as a Did Not Finish (DNF);

## 7) The Course:

- The rounding marks used to determine a Course are as indicated in **Figure 1** below. These are the ORANGE Club marks – Club (C), Quarry (Q), Peninsular (P), Mountain (M), East (E) and Town (T).
- The Course to be sailed will be as indicated on the Course Board situated on the starboard quarter of the Start Boat. The Course Board will contain two pieces of information: a letter signifying the first (windward) mark (one of the 6 letters outlined above); and the notation 'TRI' or 'WR' indicating whether a triangular or windward-return course is to be sailed.
- The only exception to this will be on Wednesday evenings: firstly, if the outer marks (M & P) are part of the course configuration, then Div 2 will always sail to M and Div 1 to P; secondly, for Green fleet racing, a Green mark will be laid downwind of the designated windward mark to provide them with a shorter course. In addition, the Green fleet will only ever sail a windward-return course.
- The course direction is given by either a red flag (all marks to port) or green flag (all marks to starboard) flown from the Start Boat. **This is particularly important if a triangular course is set since the wing mark will be determined by the direction of travel.** For example, if the first (windward) mark is East and the red flag is flying (indicating all marks to port) then the wing mark will be Mountain; conversely if the green flag is flying (all marks to starboard) then the wing mark will be Town.
- The default setting for the number laps to be sailed is **3** for all Divisions. **NB. A triangular course lap is a triangle *and* a sausage; a windward return lap is just a sausage (up to the windward mark and back to the leeward mark).**



Figure 1.

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## 8) The Start:

- a) All Divisions will start from the same Start Line (SL). It will be laid downwind of the first (windward) mark such that the first leg of the course is always a true beat/work to windward.<sup>1</sup>
- b) A large ORANGE inflatable mark will denote the pin-end of the SL. It will be laid on the Start Boat's port side, under the direction of the RO. The line formed between it and the Start Boat should be at right angles to the wind direction. This mark not only forms the port end of the Start Line, but also doubles as the leeward mark for the designated Course;
- c) All races will be started using Rule 26, with the warning signal made 5 minutes before the starting signal for a particular Division;
- d) Boats whose warning signal has not been given shall stay clear of the starting area.

## 9) The Finish:

- a) The Finish Line (FL) will be between one of the marks indicated above or the Course leeward mark, providing that they are rounding marks of the Course, and the Finish Boat<sup>2</sup>;
- b) The Finish Boat will position itself so that it is always on the "outside" of the Course i.e., if the rounding mark forming one end of the finish line would have been left to starboard by a boat had it continued to race, then the Finish Boat will be positioned at the port end of the line, and *vice versa*;
- c) If the RO determines that prevailing circumstances are likely to prevent any boat from completing the designated Course within the Time Limit, then he may Shorten Course at his discretion using Rule 32. The FL will be laid according to sub paragraphs (a) and (b) above;
- d) Each boat crossing the FL will be acknowledged by the Finish Boat by a sound signal.

## 10) Penalty System:

Following acknowledgement of a rule infringement, and after getting well clear of other boats, in order to exonerate itself and continue racing, a boat shall take a one-turn penalty including one tack and one gybe as soon as possible after the incident. This is the same for all boats.

## 11) Time limits:

- a) For Wednesday Twilight racing, boats failing to finish within 30 minutes (15 mins for the Green fleet) after the first boat in each Division sails the course and finishes will be scored a DNF without a hearing. This changes rules 35, A4 and A5 and can be changed at the discretion of the RO;
- b) For Sunday racing, boats failing to finish within 60 minutes after the first boat in each Division sails the course and finishes will be scored a DNF without a hearing. This changes rules 35, A4 and A5 and can be changed at the discretion of the RO;
- c) The time limit for the Marathon race will be five hours after the commencement of the race. Boats that have not completed the course by then will be scored DNF without a hearing. This changes rules 35, A4 and A5 and can be changed at the discretion of the RO.

## 12) Protests:

Protest forms are available from the RO. They shall be delivered in writing, within 60 minutes of the last boat finishing that race.

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<sup>1</sup> This is the ideal and we should always strive for this when setting a course in the main lake. However, during twilight racing, the RO will be constrained by time and space, and courses are likely to be set using the inshore marks where (depending on wind direction) it may not be possible to set a start line that provides a true windward first leg.

<sup>2</sup> Green fleet races should be timed to last approximately 30 mins. In such circumstances, the Finish Boat should position itself either at the leeward mark or the Green mark in order to finish the Green fleet race. If finishing at the Green mark, it will be necessary to move the Finish Boat (either to the leeward mark or one of the other course marks) to finish the Div 1 and Div 2 races.

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## 13) Scoring:

The scoring system is as follows:

- a) 1st = one point, 2nd = two points, each place thereafter add one point;
- b) Tied places will be scored as per the RRS 2021-24, Rule A7 – Race ties
- c) RRS 2021-24, Rule A5.3 is being applied (scores determined by the Race Committee);
- d) A boat is deemed to be in the Starting Area if it is sailing in or near the racing area and intends to race;
- e) DNF - number of boats that finished plus one;
- f) DNS - number of boats that started plus one (only applies if a boat leaves the beach intending to race and has a mishap on the way to the Start Line);
- g) DNC – number of boats in the series plus one;
- h) RO or Rescue Boat Duty (RBD) – half the number (quotient only, ignore remainder if present) of starters in the rostered members division but no less than three points, subject to paragraph i) below;
- i) Only the member rostered for duty (or their agreed replacement) is awarded RBD points. Volunteers, except in exceptional circumstances as determined by the Committee, are appreciated but do not earn points;
- j) With the exception of k) below, a member who misses a regular Club race while representing the club at another club or Regatta may receive, upon application by the member to the RO, an Other Club Regatta (OCR) recognition of three points;
- k) NO points will be earned by those club members attending the Wallagoot Lake Boat Club Regatta;
- l) The Low-score Point System applies to each Division in the Marathon and to each Division and each race separately in the Twilight Handicap series and the Sunday Yardstick Pointscore series;
- m) The Low-score Point System will be used for the Trophy races with The Sir William Hudson Trophy to be contested by Division 1 boats only and the Foundation Cup will be contested by Division 2 boats only;
- n) The boat with lowest net score is the Series/Trophy winner
- o) The Club Champion will be determined from results in ALL RACES (less the Sternchaser);
- p) Subject to paragraph s) below, each boat's series score will be the total of her race scores, excluding her six worst Twilight scores, four worst Pointscore series scores, three worst Foundation Cup scores and three worst Sir William Hudson Trophy scores;
- q) Subject to paragraph s) below, the maximum number of races will be: Twilight series: 20; Sunday Pointscore: 12; Foundation Cup: 10; Sir William Hudson series: 10;
- r) Subject to paragraph s) below, the minimum number of races to be completed before a prize can be awarded will be: Twilight series – 14; Pointscore – 8; Foundation Cup - 7; Sir William Hudson series 7;
- s) The Committee reserves the right to amend the number of races specified in paragraphs p), q) and r) above should the weather or other factors adversely impact the season.

## 14) Safety Regulations:

- a) Approved Personal Floatation Devices must be worn at all times on the water by all crew (of both racing and Committee/support boats);
- b) Boats are required to be in a seaworthy condition and well maintained;
- c) Boats retiring from a race or deciding not to contest an event shall notify the RO either directly on the water or as soon as possible once ashore;
- d) All skippers must 'sign-off' (see section 6 above);
- e) Any incident involving damage or injury should be recorded on an Incident Report Form and submitted to the RO or Club Secretary.

## 15) Prizes:

Unless varied by the Committee, prizes may be awarded for the following:

- a) 1st, 2nd and 3rd in Division 1 and Division 2 in the Twilight Handicap series;
- b) 1st, 2nd and 3rd in the Club Championship;
- c) 1st, 2nd and 3rd in Division 1 and Division 2 in the Yardstick Pointscore series;

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- d) 1<sup>st</sup> in the Foundation Cup and Sir William Hudson Yardstick series;
- e) 1<sup>st</sup> in the Marathon race;
- f) Best Female Sailor;
- g) Best Youth Sailor.

## 16) Disclaimer of Liability:

Competitors participate in each race entirely at their own risk. See RRS 3 - Decision to Race – “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.

Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in an event, each competitor and/or their responsible adult agrees and acknowledges that:

- a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew, their boat to such inherent risk while taking part in the event;
- b) They are responsible for the safety of themselves, their crew, their boat and their property whether afloat or ashore;
- c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;
- d) Their boat is in good order, equipped to sail in the event and they are fit to participate.

The LJSC will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after a race.