



**DOUBLE BAY SAILING CLUB  
SAILING INSTRUCTIONS  
NB WINTER SPRINT SERIES HEAT 5  
29 AUGUST 2015**

**ALL COMPETITORS SHOULD READ THE RISK WARNING, LIABILITY AND  
RELEASE AT ANNEXURE 3 OF THESE SAILING INSTRUCTIONS**

**1. RULES**

1.1 The Regatta will be governed by:

- (a) The Racing Rules of Sailing;
- (b) the Yachting Australia Prescriptions;
- (c) Part 2 of the Special Regulations of Yachting Australia; and
- (d) the rules and by-laws of the International Laser Class Association (ILCA).

1.2 The Racing Rules with the prescriptions and regulations of Yachting Australia can be viewed at:

<http://www.yachting.org.au/sport-services/racing-rules/racing-rules-of-sailing/>

1.3 The rules and by-laws of the International Laser Class Association can be viewed at:

<http://www.laserinternational.org/rules/classrules>

1.4 The Annexures 1 -3 form part of these sailing instructions.

**2. NOTICES AND COMMUNICATIONS TO AND FROM COMPETITORS**

2.1 Notices to competitors may be posted on the DBSC website at:

<http://www.dbsc.com.au/>

2.2 Notices to competitors may also be posted on the official notice board located within the Clubhouse no later than 1 hour before the scheduled start of racing for the day.

**3. CHANGES TO SAILING INSTRUCTIONS**

Any change to the Sailing Instructions will be posted on the official notice board no later than 1 hour before the scheduled start of racing for the day.

#### 4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the DBSC Clubhouse flagmast (located at the southern/park end of the clubhouse). It shall be the responsibility of any boat launching from other sites to observe signals displayed.
- 4.2 When flag AP is displayed ashore, racing is postponed by not less than 30 minutes.

#### 5. ELIGIBILITY OF COMPETITORS AND PERSONAL FLOATATION DEVICES

- 5.1 The eligibility requirements for competitors are:
- (a) They have entered the regatta through the NB Sailsports web site at:  
<http://www.nbsailsports.com.au/store/product-info.php?pid1585.html>
  - (b) On the race day a competitor signs on and off in the manner prescribed. Failure to comply with this requirement may result in the competitor scoring Did Not Start.
  - (c) In respect of a competitor's boat:
    - (i) It complies with the class rules and regulations and is seaworthy;
    - (ii) The name is clearly displayed on the boat's stern;
    - (iii) The sail number is displayed on the sail in accordance with class rules, and also clearly displayed on the stern.
- 5.2 Competitors must at all times when afloat wear a personal flotation device, except when briefly changing or adjusting clothing or personal equipment. Wet suits and dry suits are not personal flotation devices. This changes Racing Rule 40. A breach of this rule will result in disqualification.

#### 6. SCHEDULE OF RACES AND PROGRAM FOR THE DAY

- 6.1 The Racing Schedule is as follows:

12.00pm	Briefing
1.00 pm	First Warning Signal at 1300 hours. Subsequent starts shall be made ASAP after the preceding race

- 6.2 A maximum of 3 races will be held.
- 6.3 The standard fleet shall start first, followed by the radials and then the 4.7s (if they sail as a separate fleet).
- 6.4 The prize giving ceremony will take place at DBSC immediately after the racing.
- 6.5 There will be a BBQ with the prize giving.

#### 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.

## 8. CLASS FLAGS

- 8.1 Class flags for each fleet will be:

Laser Standard	Red Laser class insignia on a white background
Laser Radial	Red Laser class insignia on a green background
Laser 4.7s	Red Laser class insignia on a yellow background

- 8.2 If the radial and 4.7 sail size are sailing as one fleet, the class flag for the 4.7s will be the radial flag.

## 9. RACING AREA AND NAVIGATING DOUBLE BAY

- 9.1 The course area will be in the vicinity of Shark and Clarke Islands.
- 9.2 In a moderate breeze, competitors should allow not less than 20 minutes sailing time from the Clubhouse to the start area.
- 9.3 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 paragraph 18 of these Sailing Instructions.

## 10. COURSES

See Annexure A.

## 11. MARKS

- (a) Marks 1, 2, 3S and 3P will be large orange truncated pyramids.
- (b) The Start Mark will be a yellow cylinder.
- (c) The Finish Mark will be a yellow cylinder with a blue top.

## 12. THE START

- 12.1 The starting sequence will be as follows:

Signal	Flag and Sound	Minutes before Start
Warning	Class Flag,	5

	1 sound	
Preparatory Code Flag	Code Flag P or Black Flag 1 sound	4
One-minute	Code Flag P or Black Flag removed 1 sound	1
Starting	Class Flag removed 1 sound	0

- 12.2 The starting order for all races will be the Standard Fleet first followed by the Radial Fleet and then Laser 4.7 fleet (if sailed separately).
- 12.3 Succeeding fleets may be started any time after the preceding fleet.
- 12.4 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.
- 12.5 Boats who's Warning Signal has not been made shall avoid both the starting area and all boats who's Warning Signal has been made.
- 12.6 A boat starting later than four minutes after her starting signal will be scored "Did Not Start". This amends rule A4.1.
- 12.7 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. SHORTENING THE COURSE**
- 13.1 Where a course is shortened at a mark, a Race Committee boat near the mark will **display Code Flag S and make sound signals**. Boats shall finish by sailing between the mark and the Committee boat from the direction of the previous mark.
- 14. THE FINISH**
- 14.1 The finishing line will be between a flag mast **displaying a blue flag** on the race committee boat at the starboard end and the port end Finish Mark.
- 15. RETIREMENT**
- 15.1 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.
- 16. TIME LIMIT**
- 16.1 The time limit for the first boat to complete the course and finish correctly in each fleet will be **75 minutes**.
- 16.2 Boats failing to finish within **15 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.

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

## **17. INSURANCE**

17.1 Competitors are not covered by DBSC insurance for:

- (a) loss or injury they may sustain while participating in the regatta;
- (b) damage to persons or property suffered by third parties caused by the competitor.

17.2 Each competitor must be insured with valid third-party liability insurance with a minimum cover of \$10,000,000 per incident. A competitor must provide evidence of insurance if requested to do so by the Sailing Committee. Competitors may be required to confirm they have insurance when signing on for a race.

## **18. HARBOUR SAFETY AND DBSC AQUATIC LICENCE**

18.1 Some commercial ferries on Sydney Harbour display an orange diamond shape which gives these vessels priority (right of way) over sail. This is an exception to the "power gives way to sail" rule.

18.2 Competitors are reminded of their requirement to keep clear of vessels greater than twenty metres in length that are navigating in or near the vicinity of a narrow channel.

18.3 As required by Roads and Maritime Services, competitors must stop and give assistance that may be necessary if a boating accident occurs. Where an accident results in serious injury, or damage in excess of \$5,000 to a vessel or any other property, a written report must be forwarded to Roads and Maritime Services within 24 hours.

18.4 If a race is abandoned because of dangerous conditions, it is the responsibility of all competitors to return to shore as soon as possible. Competitors who are able to do so must assist fellow competitors in need of assistance to return to shore safely.

18.5 It is a requirement of the aquatic licence granted to DBSC that DBSC advise competitors:

- (a) all competitors must maintain a minimum distance of 500 metres from the bow of any ship (oil tankers and sea going cruise ships) and 200 metres from the bow of any ferry (including other seagoing commercial vessels such as the James Craig) and no less than 30 metres from the side or stern of any ship or ferry underway;
- (b) competitors must not navigate between moorings whilst competing;
- (c) all vessels navigating in the vicinity of the safe water mark, 350 metres from Bradley's Head, should pass to the north of the buoy when proceeding westward and should pass to the south of the buoy when proceeding eastward.

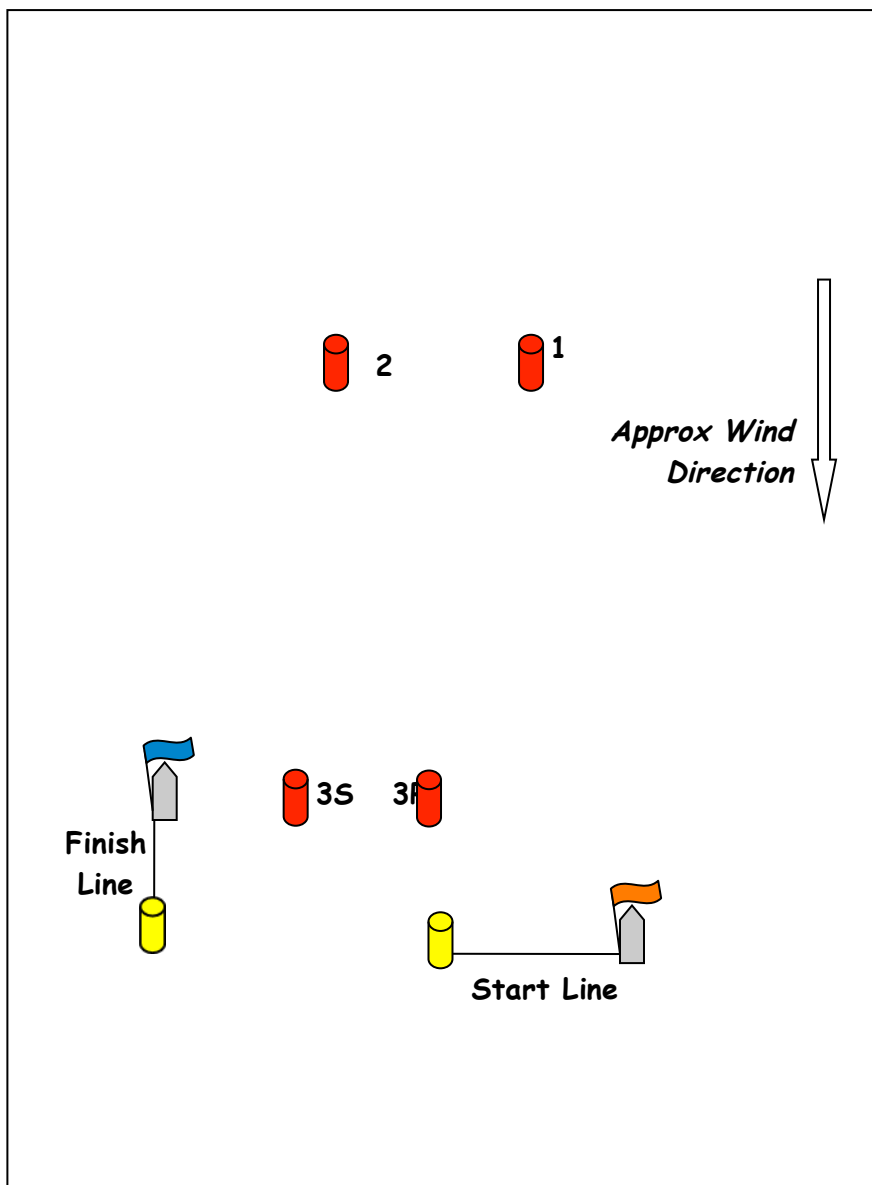
## ANNEXURE 1

### COURSE

**Start – 1 – 2 – 3S/3P – 2 – 3S/3P – Finish**

All marks (except the gate) are to port.

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.



<b>ANNEXURE 2</b>
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**19. PROTESTS**

- 19.1 Protest forms are available at the Clubhouse. Protests and requests for redress or reopening shall be delivered there within the time limit. Protests are subject to prior mediation in accordance with paragraph 20.
- 19.2 For each class, the protest time limit is 60 minutes after the last boat has finished the last race of the day or the Race Committee signals no more racing that day, whichever is later.
- 19.3 Notices will be posted no later than 15 minutes after the protest time to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the Clubhouse beginning at the time posted.
- 19.4 Notices of protests by the Race Committee or protest committee will be posted to inform boats under Racing Rule 61.1 (b).
- 19.5 A competitor may not protest another boat for a breach of Part 2 or Rule 31 unless the competitor was involved in or witnessed the incident. This changes Racing Rule 60.1 (a).

**20. MEDIATION**

- 20.1 The Race Committee may in its discretion require any protest delivered within the protest time limit, which alleges a breach of a rule of Part 2 or Rule 31, and which does not involve serious injury or serious damage to be subject to mediation before proceeding to a hearing by the protest committee. If the Race Committee elects to mediate any protest the following provisions apply.
- 20.2 Immediately after lodgement of a protest, a mediator shall be appointed by the Race Committee.
- 20.3 Mediation shall be held after the protest time limit and before the protest hearing. The time and place of mediation shall be decided by the mediator and may be advised orally. The competitors involved must attend the mediation hearing and no witnesses will be called.
- 20.4 The competitor protesting is requested to bring the competitor the subject of the protest to the race office at the time of delivering their protest to enable mediation to take place promptly.
- 20.5 After hearing from each boat at the mediation the mediator shall express one of the following opinions:
- (a) The protest does not comply with Rule 61 and the protestor may withdraw the protest;
  - (b) No rule was broken and the protestor may withdraw the protest;

- (c) A rule was broken by one or more of the boats involved, and the boat(s) that broke the rule may accept a scoring penalty and be scored points equal to 40% of the number of entries or 50% of the difference between the boat's finishing position in the race and the number of entries, whichever is less;
  - (d) The protest is unsuitable for mediation and will proceed to a protest hearing. This may be because rules other than Part 2 or Rule 31 of the Racing Rules are involved or may be involved, or because the evidence is too complex or divergent to reach a reasonable and timely conclusion, or due to the apparent severity of the alleged incident, or for any other reason decided by the mediator.
- 20.6 If a competitor agrees to withdraw a protest as proposed by the mediator, or if a competitor accepts a scoring penalty proposed by the mediator and the other competitor agrees to withdraw the protest, the mediator may, on behalf of the protest committee, allow the protest to be withdrawn.
- 20.7 A mediation shall not be re-opened. No conclusion of a mediator shall be subject to appeal or the grounds of redress.
- 20.8 If the protest proceeds to a protest hearing then the mediator may be a member of the protest committee. Any evidence given by a mediator during a protest hearing shall be given only in the presence of the competitors involved.



<b>ANNEXURE 3</b>
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**21. RISK WARNING**

- 21.1 This Risk Warning is issued jointly by DBSC, pursuant to the Civil Liability Act 2002, to all persons wishing to participate in sailing activities conducted by DBSC.
- 21.2 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.
- 21.3 As an indication, these risks may include, but are not limited to:
- (a) the extremes of weather and sea conditions;
  - (b) the potential that control of vessels may be lost, resulting in collision with objects and other vessels;
  - (c) the sudden movement of the vessel at any time, and the possibility that participants may fall or be thrown overboard, resulting in drowning;
  - (d) the possibility that participants may be injured by equipment on the vessel;
  - (e) the absence of immediate medical care and the likelihood that significant delays may occur before medical care is available;
  - (f) exposure to the elements for extended periods.
- 21.4 DBSC 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 activities conducted by DBSC.
- 21.5 Participants are also advised that although DBSC is covered by third party liability insurance, this cover does **not** extend to participants. Any participant who considers they have a need for insurance must make their own private arrangements with an insurer. A personal accident insurance policy is available with subscription to membership of Yachting NSW. The obligation of members to carry insurance is dealt with in paragraph 17.

**22. LIABILITY AND RELEASE**

- 22.1 The attention of all participants in DBSC sailing activities is drawn to:
- (a) the Risk Warning in paragraph 21 above;
  - (b) The Racing Rules, and in particular Part 1, Fundamental Rules, which at Rule 4 provides: *The responsibility for a boat's decision to participate in a race or continue racing is hers alone.*
- 22.2 By participating in any sailing activities conducted by DBSC, each participant acknowledges that he or she:
- (a) has read the Risk Warning in paragraph 21;

- (b) participates in sailing activities conducted by DBSC entirely at his or her own risk and responsibility;
- (c) to the full extent permitted by law, releases DBSC from all liability, including liability for negligence;
- (d) accepts that DBSC is not responsible for the seaworthiness of any boat whose entry is accepted, or the adequacy of its equipment, but that DBSC reserves the right to refuse any entry; and
- (e) indemnifies DBSC for all claims arising from any act or omission of the participant.

22.3 All participants in sailing activities conducted by DBSC acknowledge and agree:

- (a) that, to the extent it may be available, the provision of on water support to participants by DBSC support vessels is a voluntary facility provided by DBSC and operated by volunteers; and
- (b) that the exclusions from liability and releases provided in this document apply to and bind all members, visitors and guests in the event that any of them sustain any loss, damage or injury while being rescued, or seeking to be rescued, or while they are in need of being rescued.