

DOUBLE BAY SAILING CLUB LASER SAILING INSTRUCTIONS 2014/-2015 SEASON

**ALL COMPETITORS SHOULD READ THE RISK WARNING, LIABILITY AND
RELEASE AT ANNEXURE 4 OF THESE SAILING INSTRUCTIONS**

VISITORS WHO ARE HIRING CLUB BOATS SHOULD READ ANNEXURE 5

1. RULES

- 1.1 Racing Lasers at Double Bay Sailing Club Inc. (**DBSC**) in the 2014/15 sailing season will be governed by:-
 - (a) the Racing Rules of Sailing, 2013-2016 (**Racing Rules**); and
 - (b) these Sailing Instructions.
- 1.2 The prescriptions and special regulations of Yachting Australia Part 2 apply.
- 1.3 The rules and by-laws of the International Laser Class Association apply.
- 1.4 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/>
- 1.5 The rules and by-laws of the International Laser Class Association can be viewed at:
<http://www.laserinternational.org/rules/classrules>
- 1.6 The rules that apply change according to the category of race being sailed (for example, Club Championship, Point Score or Sprint Racing), as determined by the Racing Program and as set out below.
- 1.7 The Annexures 1 -5 form part of these sailing instructions.

2. NOTICES AND COMMUNICATIONS TO AND FROM COMPETITORS

- 2.1 Notices to competitors and the Racing Program (and the calendar, rosters and other useful information) will 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 that day.

- 2.3 Notices for Sprint Racing will be made verbally at the briefing for Sprint Racing on that day.
- 2.4 If there is any inconsistency between any notice on the website and the noticeboard it will be resolved by the Sailing Committee.
- 2.5 If a competitor is required to communicate with the Club in writing then in the absence of a time requirement (which applies, for example, for protests) the preferred method of communication is by email which should be addressed to:

secretary@dbsc.com.au

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 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 that day.
- 3.2 A change to the Sailing Instructions may also be made by updating these instructions on the Club's website.

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 FLOTATION DEVICES

- 5.1 The eligibility requirements for competitors are:
- (a) They are financial members of DBSC;
 - (b) On each race day in which a competitor competes he or she 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 and, in the discretion of the Sailing Committee, suspension from future races.

6. CATEGORIES OF EVENTS - CHAMPIONSHIP, POINT SCORE AND SPRINT

- 6.1 There will be three categories of events as follows:

- (a) Club Championships;
- (b) Point Score Series which will be divided into:
 - (i) Spring Point Score Series;
 - (ii) Autumn Point Score Series;
- (c) Sprint Racing.

6.2 The Club Championship is a scratch event.

6.3 The Point Score Series are each handicap events. The handicap system that applies will be as prescribed by the Sailing Committee from time to time and posted on the DBSC website.

6.4 The Sprint Racing is informal racing that takes place on occasions other than for Club Championship or Point Score Series. The time of start will be set out in the Race Program. The number of races and courses will be as determined by the Race Officer and announced at the race briefing. No results will be published or points allocated for Sprint Racing.

7. **COMPETITORS TO NOMINATE SAIL SIZE FLEET**

7.1 For the Club Championship and either Point Score series a competitor must nominate which sail size they will use for the whole of that Championship or series. A competitor may elect in any race to use a different sail size from that nominated but if he or she does so they will not be awarded points for that race. The exception to this is women sailors who are sailing radial sail size may change down to a 4.7 sails size.

7.2 Points for the Club Championship and the Point Score series are awarded to the competitor and not the boat. A competitor may change boats (but not sail size) during the Club Championship or either Point Score Series. If a competitor changes boats they must inform the Club Secretary of the change in writing.

8. **VISITORS**

8.1 Visitors may sail up to three races without becoming members of the club, but only after:

- (a) reporting on shore to the Commodore or Flag Officer in person and signing on the form provided at DBSC; or
- (b) reporting to the Race Officer on the Committee boat.

8.2 Visitors are requested not to cross the finishing line when finishing. Visitors will not have their finishing positions recorded and will not be allocated points.

8.3 Visitors who sail for more than three races are expected to join the Club.

9. **RACING PROGRAM AND SCHEDULE OF RACES**

9.1 The Racing Program will be published on the DBSC website as part of the calendar. The Racing Program may be amended by the Sailing Committee from time to time.

9.2 Racing for Club Championships and both Point Score Series:

- (a) will be a maximum of two races per day with the second race to start as soon as practical after the first race has been completed;
- (b) will be conducted in two fleets, one being standard sail size and the other combining radial and 4.7 sail size.

9.3 The schedule for Club Championship and both Point Score Series is as follows:

Briefing	1.00 pm at DBSC Clubhouse
Radial and 4.7 sail size	First Warning Signal 2.00 pm
Standard sail size	First Warning Signal as soon as practical after the radial start

9.4 The Sailing Committee may at any time decide to have separate fleets for 4.7s and radial sail sizes in which event the 4.7s will start at 2.00pm and the radials will start as soon as practical after the 4.7s.

9.5 The NB Winter Sprint Series on 20 September 2014 and the Metropolitan Championship on 8 and 9 March 2015 will be subject to separate sailing instructions published for those events.

9.6 The start time for any Sprint Racing will be as set out in the Racing Program.

10. CLASS FLAGS

10.1 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

10.2 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.

11. RACING AREA AND NAVIGATING DOUBLE BAY

11.1 The course area will be in the vicinity of Shark and Clarke Islands.

11.2 In a moderate breeze, competitors should allow not less than 20 minutes sailing time from the Clubhouse to the start area.

11.3 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 23 of these Sailing Instructions.

12. THE COURSES

- 12.1 The diagram in Annexure 1 shows the course for Club Championships and Point Score races.
- 12.2 All marks are to be rounded leaving the mark on the port side.
- 12.3 Competitors must not from any direction at any time pass through the finish line during the race, except when finishing. If a competitor breaks this rule the competitor must not attempt to unwind the error but must do a two turn penalty. This rule does not apply:
- (a) in the period immediately before and after the start;
 - (b) to the starting line, and;
 - (c) in Sprint Racing.
- 12.4 The finish line is deemed to be an obstruction for those periods when a boat is not allowed to pass through it in accordance with paragraph 12.3.
- 12.5 If the 4.7s sail in the same fleet as the radials, the 4.7s will round a separate windward mark, that will be set 100 to 200 metres to leeward of the regular windward mark. Other than the top mark, 4.7s shall use the same marks as the other fleets.
- 12.6 If the 4.7s sail as a separate fleet there will be no separate windward mark for the 4.7s.
- 12.7 The course for Sprint Racing will be decided on the day and announced at the briefing.

13. MARKS

- 13.1 Yachting Association of NSW marks, permanent mooring buoys, navigation marks and DBSC buoys may all be used as rounding marks.
- 13.2 DBSC buoys are yellow spheres, or yellow cylinders, and may have text markings. The exceptions to this are:
- (a) If the 4.7s have a separate windward mark it will be an orange sphere;
 - (b) In Sprint Races any type of mark may be used.

14. THE START

- 14.1 The starting line will be between a staff displaying an orange flag on the Race Committee Start Vessel at the starboard end, and a port-end starting mark. The port end starting mark will be a yellow cylinder mark.
- 14.2 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

14.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.

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

14.5 The Race Committee Vessels may hold position by using engines, and any disadvantage caused to competitors will not be grounds for granting redress. This alters Racing Rule 60.1(b) and 62.

15. CHANGE OF THE NEXT LEG OF THE COURSE AND SHORTENING THE COURSE

15.1 To change the position of the next mark, the Race Committee will move the existing mark to a new position. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

15.2 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.

16. THE FINISH

16.1 The finishing line will be between a blue cylinder mark at the starboard end, and between a staff displaying an orange flag on the Race Committee finishing vessel.

16.2 Normally the Race Committee starting vessel will also be the Race Committee Finishing vessel, and the finish line will be an extension of the starting line on the starboard side.

16.3 Boats must not pass through the finish line except when finishing, see paragraphs 12.3 and 12.4.

17. PENALTY SYSTEM FOR SPRINT RACING

For Sprint Racing only Racing Rule 44.1 is changed so that the requirement for a boat to take Two-Turns Penalty when the boat has broken one or more rules of Part 2 of the Racing Rules is replaced by the requirement to take a One-Turn Penalty.

18. TARGET TIMES AND TIME LIMITS

18.1 The target time for each race is 45 minutes.

18.2 The time limit for all races is 75 minutes.

- 18.3 Boats failing to finish within 15 minutes after the first boat sails the course and finishes may be scored Did Not Finish without a hearing. This changes Racing Rule 35.

19. PROTESTS, REQUESTS FOR REDRESS MEDIATION

The requirements for protests, requests for redress and mediation are set out in Annexure 3.

20. SCORING AND AVERAGE POINTS

- 20.1 The scoring system for Club Championship and Point Scores are set out in Annexure 2.
- 20.2 Awarding average points is also set out in Annexure 2

21. PRIZES

Prizes will be awarded as determined by the Sailing Committee.

22. INSURANCE

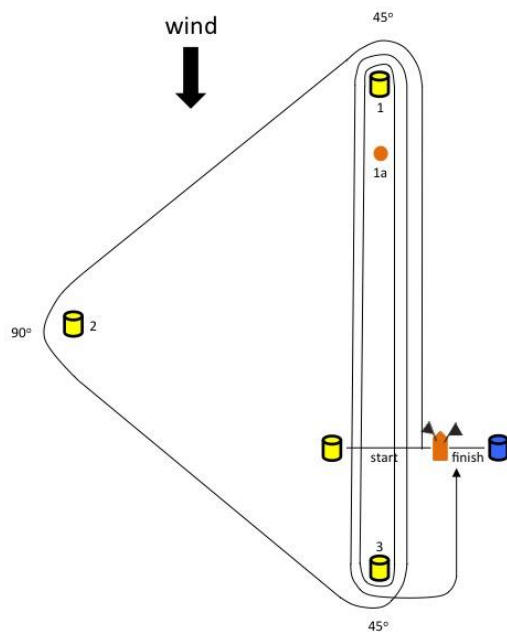
- 22.1 Competitors are not covered by DBSC insurance for:
- (a) loss or injury they may sustain while participating in the regatta;
 - (b) damage to persons or property suffered by third parties caused by the competitor.
- 22.2 Each competitor must be insured with valid third-party liability insurance 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.

23. HARBOUR SAFETY AND DBSC AQUATIC LICENCE

- 23.1 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.
- 23.2 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.
- 23.3 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.
- 23.4 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.
- 23.5 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



Courses

All marks are to port.

Mark 1A is only used by the 4.7s if they are sailing in the same fleet as the radials. In that event 4.7s should use Mark 1A instead of Mark 1 for the entire course.

ANNEXURE 2

24. SCORING, DISCARDS AND AVERAGE POINTS

- 24.1 The Low Points scoring system of Appendix A of the Racing Rules will apply for the Championship Series and the Point Score Series except that:
- (a) A competitor who signs on with the intention of sailing who is *on course side* or who does not finish will be scored the number of boats signing on plus one;
 - (b) A competitor who does not sign on will be scored the number of boats signing on plus two.
- 24.2 For the Club Championships and each of the Point Score Series ten races are required to be completed to constitute a series.
- 24.3 When 10 to 13 races have been completed, a competitor's score will be the total of his or her race scores, excluding the lowest 2 scores
- 24.4 When 14 to 17 races have been completed, a competitor's score will be the total of his or her races scores, excluding the lowest 4 scores.
- 24.5 When 18 or more races have been completed, a competitor's score will be the total of his or her races scores, excluding the lowest 5 scores.
- 24.6 Average points will be awarded where:
- (a) The competitor performs race management or other on water official duties at DBSC for that race; or
 - (b) the competitor:
 - (i) competes in a designated Laser Association race (eg. state, national, ILCA regatta) which coincides with the DBSC race; and
 - (ii) the sailing committee is given at least 2 weeks' prior written notice of the claim (and reasons) for average points.
 - (c) if a competitor claims average points under paragraph 24.6(b) the maximum number of races for which average points may be claimed is as follows:

Number of Races completed in the series by DBSC	Maximum number of races for which average points can be claimed
10	2
11 and not more than 16	3
More than 16	4

- 24.7 Average points are calculated by reference to all of the competitor's results including discards as calculated by "Sailwave" www.sailwave.com

ANNEXURE 3

25. PROTESTS

- 25.1 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 26.
- 25.2 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.
- 25.3 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.
- 25.4 Notices of protests by the Race Committee or protest committee will be posted to inform boats under Racing Rule 61.1 (b).
- 25.5 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).

26. MEDIATION

- 26.1 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.
- 26.2 Immediately after lodgement of a protest, a mediator shall be appointed by the Race Committee.
- 26.3 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.
- 26.4 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.
- 26.5 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.
- 26.6 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.
- 26.7 A mediation shall not be re-opened. No conclusion of a mediator shall be subject to appeal or the grounds of redress.
- 26.8 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.

ANNEXURE 4

27. RISK WARNING

- 27.1 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.
- 27.2 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.
- 27.3 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.

- 27.4 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.
- 27.5 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 22.

28. LIABILITY AND RELEASE

- 28.1 The attention of all participants in DBSC sailing activities is drawn to:
- (a) the Risk Warning in paragraph 27 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.*
- 28.2 By participating in any sailing activities conducted by DBSC, each participant acknowledges that he or she:
- (a) has read the Risk Warning in paragraph 27;
 - (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.
- 28.3 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.

ANNEXURE 5

29. USE OF DBSC CHARTER BOATS AND SUPPORT VESSELS

Any person (including members, their guests, visitors, and members or guests of the Sydney Boys High School Association) who charters or uses (including as crew or passenger) any DBSC charter boat or support vessel (**DBSC Vessel**) for any purpose (including racing, support for racing, sailing lessons, practice or leisure) agrees:

- (a) they do so at entirely at their own risk;
- (b) that DBSC is an amateur sailing club run by volunteers, and DBSC does not warrant the condition, repair or suitability for purpose of any DBSC Vessel, or any of the equipment on any DBSC Vessel, and it is the responsibility of the person using any DBSC Vessel to satisfy themselves as to the adequacy of its condition before using it;
- (c) DBSC does not accept any responsibility for any loss damage or injury which may be sustained by any person:
 - (i) as a result of the authorized (or unauthorized) use of any DBSC Vessel;
 - (ii) caused directly or indirectly by the failure of any equipment on any DBSC Vessel.
- (d) to the full extent permitted by law they release DBSC and its office bearers and members from any liability including negligence for any loss damage or injury they may suffer however caused as a result of the use of any DBSC Vessel;
- (e) to the extent that DBSC has authorized the use of any DBSC Vessel by that person, that authorization is given in consideration of the person giving the acknowledgements and releases in this paragraph 29.