



VAUCLUSE YACHT CLUB

LASER CLASS SAILING INSTRUCTIONS 2023-2024 V1.1

UPDATED 15 OCTOBER 2023

1 RULES

1.1 CONDUCT OF RACING

The racing will be governed by:

- (a) The “World Sailing” Racing Rules of Sailing (RRS) (2021-2024)
- (b) The Prescriptions and Safety Regulations of “Australian Sailing”
- (c) The Boating (safety equipment) Regulations NSW, and
- (d) These general Sailing Instructions.

1.2 ADVERTISING

VYC races will be classified as Category A in accordance with Appendix 1 of section 11 of the RRS unless specific reference is made to advertising in an event.

1.3 ALTERNATE PENALTY

The penalty for breaking a rule of Part 2 of the RRS shall be a **One Turn Penalty** (one tack and one gybe in the same direction). This changes RRS 44.1 and 44.2

For the avoidance of doubt, the penalty for hitting a mark shall be a One turn Penalty (one tack and one gybe in the same direction).

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on

- a) The VYC website at vaucluseyachtclub.com.au

- b) The VYC Whatsapp group chat
- c) the Official Notice Board at the VYC clubhouse by 1200 hours on the day of the race. These may contain additional information and may supersede the sailing instructions. Signals made ashore will be displayed on the club flag mast.

3. COMMITTEE VESSEL

The Committee Vessel will display the VYC burgee.

4. STARTING LINE

Between the Orange flag displayed on the signal mast on the Committee Vessel and a black and white inflatable buoy marked VYC in black. Another style of buoy may be substituted where the race committee reasonably considers there is no danger of confusion to competitors.

5. FINISHING LINE

Between the signal mast on the Committee Vessel (displaying a VYC burgee and blue “on station flag”) and a black and white inflatable buoy marked VYC in black. The finishing line must be crossed from the direction of the last mark. Another style of buoy may be substituted where the race committee reasonably considers there is no danger of confusion to competitors.

6. COURSES

The course to be sailed will be displayed on a sign located on the cabin or transom of the Committee Boat. Separate course diagrams are attached and are also available at the inquiry desk.

Courses for the Laser division will normally be either:

- a) Course 1 – 3 laps - one triangle and two windward returns (‘sausage’) with the Committee Vessel positioned where the start occurred.
- b) Course 2 – 3 laps - two ‘zig zags’ and one windward return (‘sausage’) with the Committee Vessel positioned where the start occurred. The course can be shortened at Mark 4 – Finish at any stage.
- c) Course 3 – 2 laps - two windward returns (‘sausage’) with the Committee Vessel positioned where the start occurred.

Courses can be either port hand (red flag) or starboard hand (green flag) rounding at the first mark. This is indicated by the flag colour flown from the Committee Vessel at the warning signal.

Course 2 'zig zags' mark rounding directions are either:

- a) **P,P,S,S for a port hand course**, all other marks to be left to port
- b) **S,S,P,P for a starboard hand course**, all other marks to be left to starboard

6.1 MARKS

Mark	Shape	Colour
Start Mark	Cylindrical	Black and white
Finish Mark	Cylindrical	Black and white
Mark 1	Pyramid	Orange and Pink
Mark 2	Pyramid	Orange and Pink
Mark 3	Pyramid	Orange and Pink
Mark 4	Spherical / Cylindrical	Orange

Sprint format races in windward and return format for the Laser division may be arranged on an ad hoc basis by notice to competitors on the day.

Marathon race format and course will be determined on the day and advised to competitors in the daily briefing.

7. CLASSES

Races will be conducted for the following Laser classes:

- a) Standard
- b) Radial
- c) 4.7

8 VISITORS

Visitors may sail any non **Club Championship** series races up to three times in any one season at no cost without becoming members of the Club, but only after reporting to the Race Officer on the Race Committee boat before racing starts.

Visitors will not have their finishing positions recorded nor be allocated points. Visitors who wish to sail in more than three races can pay a block entry race fee of \$75. They will be eligible to sail in all races EXCEPT Club Championship series races. They will be counted in our finishing results and can be awarded prizes. However, they will not be added to the VYC Honour Boards.

9 STARTING TIMES

The Laser Class Captain and Race Committee intend to hold a short pre-race briefing for all competitors in the clubhouse around 1245-1300.

Published intended times for racing are as follows:

Radial /4.7division warning signal	5 minutes	(GREEN class flag)	1355
Radial/ 4.7 division preparatory flag	4 minutes	Flag P (Blue Peter)	1356
Radial/ 4.7 division	1 minute	P removed	1359
Radial/ 4.7 division start	0 minutes	GREEN class flag removed	1400

Standard divisions start as soon as practicable after the Radial /4.7 divisions start and following the same sequence as above (with the Laser WHITE Class Flag displayed at 5 minutes). The Race Committee may decide whether to start Laser divisions in one or more separate fleets.

Two (2) races per day are planned back to back except on short course days when up to three (3) races can be scheduled back to back.

NOTE: FOR CLUB CHAMPIONSHIP RACES LASER STANDARD DIVISION WILL START FIRST AND RADIAL DIVISION WILL START SECOND AND HAVE A SEPARATE START. LASER 4.7 MAY BE INCLUDED IN EITHER DIVISION OR THEIR OWN DIVISION IN ANY RACE AS THE RACE COMMITTEE SEES FIT.

Effect of General Recall: When a general recall is signalled, the recalled fleet will commence the new starting sequence once any other fleet has started. The second start may be conducted using the Black flag instead of the P with the preparatory sound signal.

10 PROTESTS

MUST BE AVOIDED WITH THE EMPHASIS ON COMPETITORS TAKING THEIR PENALTY ON THE WATER. Any Protests hearings will be held on the western deck as soon as possible after racing has completed and decided by a majority vote as determined by the Laser Class Captain, the Club Commodore or Vice Commodore.

11 POSTPONEMENT, CANCELLATION & ABANDONMENT

In accordance with RRS rules 27.3 and 32.

12 RECALLS

INDIVIDUAL-Individual recalls will be in accordance with RRS rule 29.1. The yacht's sail number may be hailed. Failure to make a hail or failure by a hailed yacht to hear the hail will not be grounds for redress.

GENERAL-General recalls will be in accordance with RRS rule 29.2.

13 CONTROL

The Committee will have control of all matters connected with racing and will fix race entry fees, determine handicaps, set courses, divide competitors into divisions at its discretion and will decide any question which may arise which is not provided for in these instructions. A yacht hereby waives its right of appeal to "Australian Sailing" against a disqualification as a result of a protest.

14 ENTRIES

All entries are subject to the approval of the Race Committee.

All competitors are required to lodge a block entry and pay Race Entry Fees as determined by the Committee.

Boats can enter and sign on by replying to the SMS message sent on the morning of each race day. You only need to confirm entry for the day, not for each race on the day. Competitors may be required to complete the 'Sign on sheet' at the inquiry desk prior to each race.

Boats unable to access the SMS or sign on at the clubhouse are required to report their intentions to the starter on the start boat. Only boats nominated on the entry form are allowed to race (boats are not interchangeable).

15 ELIGIBILITY

A member of a recognized yacht club and member of the "Australian Sailing" National Membership Scheme will be in charge of each yacht competing in a race conducted by the club.

16 ALTERATIONS TO SAILING INSTRUCTIONS

The Race Committee reserves the right to alter the Sailing Instructions at its discretion. Alterations to the Sailing Instructions will be posted on the notice board and will be deemed to be incorporated herein from the effective date notified.

17 MOTORS

A yacht may be propelled by motor or towed until 5 minutes before the nominated time for the start signal of its division.

18 NUMBER OF STARTERS

Unless three competitors start in a division in a club race, it will be at the Race Committee's discretion to cancel that race or withhold points awarded for that race. The Race Committee at its discretion may cancel a series and not award trophies if it is deemed that there were insufficient starters in a series.

19 POINT SCORE/DISCARDS

The Low Point scoring system RRS Appendix A applies but rule A5.3 will apply.

The Laser division Club Championship will be held over eighteen races.

If eighteen races are sailed the best **twelve** count.

If between twelve and sixteen races are sailed the best ten count.

If twelve races are sailed then the best nine count.

If ten or eleven races are sailed then the best eight count.

If eight or nine races are sailed then the best seven count.

If seven or less races are held then all races will count.

There shall be six discards for the Laser division Overall Season Pointscore.

Competitors who compete in Association regattas will be eligible for average points, in both Club Championship and Overall Season Pointscore. Those average points shall be calculated at the conclusion of the season, based upon the competitors results for the series net of the competitors drop races (of which the relevant race will form part thereof).

20 SAIL NUMBERS

Competitors must sail under the sail number advised on its entry form and shown on the list of entries in Sailsys. Permission to carry a sail displaying a different number to that shown on the list of entries for a race must be obtained from the Race Committee prior to the warning signal of its division. Competitors sailing with sails carrying unrecorded numbers may be disqualified.

21 ALTERATIONS AFFECTING PERFORMANCE –All classes-All races

Lasers are required to use the same size rig for all races in the Club Championship. Competitors cannot interchange 4.7, Radial or Full rigs during the series except with permission from the Commodore or the Laser Class Captain which will not be unreasonably withheld. Changing rigs will result in sailing in a different category.

22 SAFETY REQUIREMENTS

Laser dinghies will conform to the safety requirements of the ILCA and the NSW/ACT Laser Association.

23 PERSONAL FLOTATION DEVICES

All Laser dinghy competitors are required to wear an Australian Standards certified personal flotation device when on the water except when briefly changing or adjusting clothing. This changes Racing Rule 40. Breaching this rule will result in disqualification.

24 CARDINAL MARKS

Cardinal Marks constitute Boundary Marks for all courses and must be passed on the safe side from the danger which they mark (e.g. competitors must pass on the west side of a West Cardinal Mark) except the Junction Buoy (sea buoy)

25 KEEPING CLEAR OF THE STARTING LINE

Competitors not actually engaged in starting MUST KEEP CLEAR of the starting line by a minimum of 50 metres prior to their warning signal. Competitors not adhering to this instruction may, at the discretion of the Race Committee, be disqualified.

26 LATE STARTERS

Competitors starting more than 5 minutes after their starting signal may be recorded as Did Not Start).

27 LATE FINISHERS

The Race Official aboard the Committee Vessel may at his discretion allocate finishing times to competitors that are well behind the bulk of the fleet and/or leave the finishing line.

28 TIME LIMIT

The target time for each race is 45 minutes. The time limit shall be 1.5 hours from the starting signal. Boats finishing 15 minutes after the first boat of its class finishes or after the time limit whichever is later, will be scored "did not finish".

No race shall start after 1730 hours.

29 COMMERCIAL SHIPPING

WATERWAYS AUTHORITY REGULATIONS SPECIFY THAT SAILING VESSELS MUST NOT INTERFERE WITH THE COMMERCIAL SHIPPING OF THE PORT.

Vessels found to have interfered with commercial shipping may be disqualified.

NSW Maritime has published a regulation that places an “exclusion zone” around Manly ferries whilst they are underway. The exclusion zone extends 200 metres forward of the bow of the ferry and 30 metres from each side and the stern. No sailing vessel is to enter this zone whilst the ferry is under way. If a formal complaint is received from either Sydney Ferries or NSW Maritime against a sailing vessel interfering with the passage of a ferry or commercial shipping, the sailing vessel shall be disqualified from the race by the Race Committee without a hearing.

30 INSURANCE

All competitors competing in VYC events must hold current and adequate insurance to cover possible property and personal damage claims. Furthermore, all competitors are to ensure that the vessel's insurance fulfills this requirement under racing conditions.

The minimum 3rd party insurance cover is ten (10) million dollars for Laser dinghies. Competitors may be required to present a copy of their insurance papers on registering for racing.

31 RESPONSIBILITIES

All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 3 which states:

“The responsibility for a boat's decision to participate in a race or to continue racing is hers alone”.

The VYC, any sponsors, respective class associations, the Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore.

The VYC, any sponsors, respective class associations, the Race Committee and other race officials are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

All those taking part in these races are reminded of their obligations as set out in the “Australian Sailing” Special Regulations Part 2 for Off the Beach Boats including Clause 1.02 Responsibilities of the Person In Charge.

32 RISK WARNING

This RISK WARNING is issued jointly by the Vaucluse Yacht Club and the NSW Maritime Authority, pursuant to the Civil Liability Act 2002 to all persons wishing to participate in the sailing activities conducted by the Vaucluse Yacht Club.

Participants are warned that, regardless of the precautions, which might be taken by experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.

As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

Vaucluse Yacht Club and the NSW Maritime Authority also warn 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 event with Vaucluse Yacht Club.

Participants are also advised that although the Vaucluse Yacht Club is covered by third party insurance, this cover DOES NOT extend to participants. Any participant who considers they have a need for insurance must take out their own private arrangements with an insurer. A personal accident insurance policy is available with subscription to membership of Yachting NSW.