# VAUCLUSE YACHT CLUB

###  **SAILING INSTRUCTIONS 2020-2021**

#### RULES

 **1.1 CONDUCT OF RACING**

 **The racing will be governed by:**

 **(a)The “World Sailing” Racing Rules of Sailing (RRS) (2017-2020)** **and subsequently 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. **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. **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) except that for infringements occurring within the Zone as defined in the current RRS 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**

1. **NOTICES TO COMPETITORS**

**Notices to competitors will be posted on 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.**

1. **COMMITTEE VESSEL**

 **The Committee Vessel will display the VYC burgee.**

1. **STARTING LINE**

 **Between the signal mast on the Committee Vessel and the 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.**

1. **FINISHING LINE**

 **Between the signal mast on the Committee Vessel (displaying a VYC burgee and blue “on station flag”) and an orange 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.**

1. **COURSES**

 **The course to be sailed will be displayed on a sign located on the cabin or transom of the Committee Boat. Separate course sheets for the Yacht Division and Laser division are attached and are also available at the inquiry desk.**

**Courses for the Laser division will normally be one triangle and one windward and return (‘sausage’) with the Committee Vessel positioned where the start occurred. The Committee Vessel may display the numeral ‘2’ to indicate that an extra windward and return leg is to be added to the course.**

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

**7. PROTESTS**

 **Must be delivered to a member of the Race Committee within two hours of the finishing time of the last boat in the division, detailing the subject of the protest. Protests must conform to RRS 61. Hearings will be held at a time and place as directed by the Committee.**

1. **POSTPONEMENT, CANCELLATION & ABANDONMENT**

 **In accordance with RRS rules 27.3 and 32**

1. **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 RRS29.2.**

 **10. CONTROL**

 **The committee will have control of all matters connected with racing and will fix race entry fees, determine handicaps, set courses, divide yachts into divisions at its discretion and will decide any question which may arise which is not provided for in these instructions, but a yacht will always have the right of appeal to “ Australian Sailing” against a disqualification as a result of a protest.**

1. **ENTRIES**

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

**All yachts are required to lodge a block entry and pay Race Entry Fees as determined by the Committee. Yacht owners or their representatives are required to complete the ‘Sign on sheet’ at the inquiry desk prior to each race.**

**Boats unable to 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)**

1. **ELIGIBILITY**

 **A member of a recognized yacht club and member of the “Yachting Australia” National Membership Scheme will be in charge of each yacht competing in a race conducted by the club. All crew are also required to have a current valid YA silver card.**

 **Change of regular helmsman must be notified to a member of the Sailing Committee at least two hours prior to the race. A yacht may be disqualified for failing to notify. The Committee reserves the right to alter the handicap.**

1. **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.**

 **14. MOTORS**

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

 **15. NUMBER OF STARTERS**

 **Unless three yachts 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.**

 **16. POINT SCORE/DISCARDS**

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

**apply.**

**The Yacht division Club Championship will be over twelve races with eight to count. If eight or less races are held then all races will count. There shall be four discards for the yacht division season point score.**

**The Laser division Club Championship will be held over fourteen races.**

**If more than twelve 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 season point score.**

 **17. SAIL NUMBERS**

**Yachts must sail under the sail number advised on its entry form and shown on the list of entries. 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. Yachts sailing with sails carrying unrecorded numbers may be disqualified.**

**18. ALTERATIONS AFFECTING PERFORMANCE –All classes-All races**

**Any changes in hull, engine or propeller, trim, spars or sails must be notified to the Class Captain at least 24hrs prior to the race affected by the change.**

**Any change to the helmsman or crews who have skills that may significantly be deemed to improve a yachts performance must be notified to the Class Captain at least 24hrs prior to the race affected by the change.**

**In all classes where the handicapper has not been given the opportunity to adjust the handicap, the right is reserved to make summary adjustment at any time when the change is bought to the attention of the Committee.**

**Lasers are required to use the same size rig for all races in the club championship**

 **and cannot interchange Radial or Full rigs during this series.**

**19. SAFETY CERTIFICATE**

**All entrants in the VYC Yacht Division require a current safety certificate to Category 7 (or higher) unless otherwise specified. All yachts shall have lodged a copy of their safety compliance form to the Sailing Committee before they are eligible to race. Laser dinghies will conform to the safety requirements of the ILCA and the NSWACT Laser Association.**

1. **BUOYANCY VESTS**

 **All Laser dinghy sailors are required to wear approved buoyancy vests.**

**21. 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. yachts must pass on the west side of a West Cardinal Mark) except the Junction Buoy (sea buoy)**

**22. 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. Yachts not adhering to this instruction may, at the discretion of the race committee be disqualified.**

**23. ANCHORS**

**Anchors are to be removed from bow fittings when racing.**

**24. LATE STARTERS**

**Competitors starting more than 15 minutes after their starting signal may be recorded as (did not start).**

**25. 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.**

**26. TIME LIMIT**

**The time limit shall be three hours from the starting signal. Boats finishing 30 minutes after the first boat of its class finishes or after the time limit which ever is later, will be scored “did not finish”.**

**For Laser races sailed on days where more than one race is scheduled, this 30 minutes shall be abridged to 10 minutes in the Race Committee’s discretion.**

**No race shall start after 1630 hours except for the Laser division, when the first race of the day has been started and the starter deems the conditions suitable to continue with the final race of the day.**

**27. 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.**

**27.1.**

**NSW Maritime has published a regulation that places an “exclusion zone” around Manly ferries whilst they are under way. 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.**

**28. INSURANCE**

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

**The minimum 3rd party insurance cover for yachts is 10 million dollars and 5 million dollars for Laser dinghies. All owners are required to present a copy of their insurance papers on registering their vessel for racing.**

**29. STARTING TIMES**

**Yacht division warning signal (class flag)…5 minutes………1.40pm**

**Yacht division preparatory flag (P)………...4 minutes………1.41pm**

**Yacht preparatory flag removed……………1 minute………..1.44pm**

**Yacht Division start…………………………0 minutes………1.45pm**

**Laser divisions as soon as practicable after the yacht division start. The race committee may decide whether to start Laser divisions in one or more separate fleets.**

**For Club Championship races Laser radial and standard rig divisions must each 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.**

**The warning signal for each succeeding class shall be made with or after the starting signal of the proceeding class.**

**At the discretion of the sailing committee a boat may receive permission to start at an earlier time allotted by the starter and will not be considered OCS. The boat’s elapsed time will be considered when results are calculated.**

**30. RESPONSIBILTIES**

**All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4 which states:**

***“The responsibility for a boats 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 “Yachting Australia” Special Regulations Clause 1.02 Owners Responsibility.***

**31. 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.**