**2020 J.J. GILTINAN 18ft SKIFF CHAMPIONSHIP**

### **SAILING INSTRUCTIONS**

1. **RULES**
   1. All races will be governed by the current versions of:
      1. The *rules* as defined in the Racing Rules of Sailing 2017-2020 (RRS) of World Sailing.
      2. The Australian 18 Foot Skiff Class Rules.
      3. The Marine Safety (General) Regulation 2009.
      4. If there is conflict between languages the English text will take precedence.
      5. Where conflict occurs, the 2020 J.J. Giltinan 18ft Skiff Championship Sailing Instructions shall take precedence.
2. The Organizing Authority (OA) is the Australian 18 Footers League.
3. **NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official notice board located alongside the office in the Australian 18 Footers League, 77 Bay Street, Double Bay.

1. The Race Committee (RC) reserves the right to reject or cancel the entry of any boat RRS 76.1.
2. These Sailing Instructions (SIs) satisfy RRS 90.2.
3. **CHANGES TO SAILING INSTRUCTIONS**

Any changes to the Sailing Instructions will be posted on the notice board not less than two (2) hours prior to the start of the race, except that any change to the ‘Schedule of Races’ will be posted by 2000 hours on the day before it will take effect.

1. **SIGNALS MADE ASHORE**
   1. Signals made ashore will be displayed on the flag mast of the Double Bay Sailing Club.
   2. When flag AP is displayed ashore, “one (1) minute” is replaced with “not less than thirty (30) minutes”, in the race signal AP.

Amends Race Signals.

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| **8.** | **SCHEDULE OF RACES**  Thursday | 12th March 2020 | Measurement Day |
|  | Friday | 13th March 2020 | Regatta Briefing |
|  | Friday | 13th March 2020 | Invitation Race |
|  | Saturday | 14th March 2020 | Race 1 |
|  | Sunday | 15th March 2020 | Race 2 |
|  | Tuesday | 17th March 2020 | Races 3 & 4 |
|  | Wednesday | 18th March 2020 | Races 5 & 6 |
|  | Thursday | 19th March 2020 | Race 7 (Race 4 or 6 resail) |
|  | Saturday | 21st March 2020 | Race 8 |
|  | Sunday | 22nd March 2020 | Race 9 |

The scheduled time of the warning signal for all races is 1440 except sprint races where the first race of the day the warning signal will be at 1440 and the second race shall start as soon as practical after the finish of the first race. Monday and Friday lay days may be used to resail any races that have not been completed. Thursday 19th March may be used to resail race 4 or Race 6.

**9.** **MEASUREMENTS**

All boats competing in the championship shall have satisfied the Club’s Measurer prior to the commencement of the championship. All boats will be subject to spot checks by the Club’s Measurer at any time during the regatta.

Measurements will commence from 0900 hours on Thursday 12th March, 2020. Sails to be used can only be those signed off on 17th November, 2020. International entries shall conform to Rule 4 (Sails) of the Australian 18ft Skiff Class Rules.

A timetable for each skiff to be measured will be posted on the notice board by 1000 on Wednesday, 11th March, 2020.

Boats may reef their mainsail but when reefing they must use the same reef point for the duration of the series. Boats must nominate the reef point they intend to use on measurement day prior to the invitation race.

**10**. **CLASS FLAG**

The class flag will be a white rectangular flag displaying the logo of the Australian 18 Footers League.

**11.** **COURSES**

The courses are listed on ‘Addendum A’ and include a map showing the approximate positions of the fixed and laid rounding marks.

Not later than the warning signal, the race committee start boat will display the course number to be sailed as described in ‘Addendum A’.

1. **MARKS**
   1. The Start/Finish mark will be a white and black checkered inflatable.

12.2 All laid rounding marks as described in ‘Addendum A’ will be inflatable orange cylinders with white band and fluorescent end and may bear an Australian 18 Footers League logo and/or sponsor’s logo.

* 1. All YA rounding marks as described in ‘Addendum A’ will be Yachting NSW yellow spherical, cylindrical or spar shaped buoy and can be replaced with a different mark without warning.
  2. The inadvertent touching of a mark (but not attaching to or shifting a mark) is permitted. In the event that a mark is engaged causing it to shift or becomes attached to a skiff, RRS 31 in its entirety shall apply. This amends RRS 31.

1. **THE START**

13.1 The starting line will be between the flag mast of the Committee Vessel bearing the Class Flag and the designated start mark, which will be on the Committee Vessel’s port side.

13.2 A pin boat may be used for sighting the start line . It may not be anchored but will maintain it’s position by using it’s engine. This will not be reason for protest .

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13.3 At the beginning of the Start Sequence five (5) red flags will be hoisted along with any penalty flags (e.g. Black, I, U) and a sound signal.

At subsequent one (1) minute intervals a red flag will be lowered. The removal of the last red flag will signal the race start. A sound signal may accompany the removal of each flag, however the absence of a sound signal shall be disregarded. This amends RRS26.

Five (5) flags will signify the warning signal. Four ( 4 ) flags will signify the preparatory signal.

1. **RECALLS**

14.1 Individual Recalls shall be made in accordance with RRS 29.1, with the exception that a time limit of ten (10) minutes applies for the restart.

Each skiff will be allocated a recall number for the regatta. The race committee may display the recall number of an offending skiff and lower the number when the skiff has returned to the pre-start side of the line or its extensions.

14.2 General Recalls shall be made in accordance with RRS 29.2.

After a general Recall, RRS 30.3 may apply to all subsequent starts.

14.3 Boats not starting within 10 minutes of the starting signal will be scored Did Not Start (DNS) without a hearing. Amends APPENDIX A4 and A5.

1. **THE FINISH**

The finishing line will be between the flag mast of the committee vessel bearing the Class Flag and the designated finish mark, which will be on the committee vessel’s port side.

1. **PENALTY SYSTEM**

A one (1) turn penalty including one tack and one gybe applies for a breach of a *rule* of RRS Part 2. Amends RRS 44.1 and 44.2.

1. **TIME LIMIT**

There will be a time limit of three (3) hours, with the exception that if one boat finishes within the three (3) hour time limit then a time limit extension of one (1) hour after the finishing time of the first boat is available to all other boats in which to finish, or the original time limit, whichever is later. If no boat finishes within the time limit the race may be abandoned, re-sailed or shortened.

Amends RRS 35, A4 and A5.

On Multi Race days the Race Committee can start the second race of the day within five (5) minutes of the finishing time of the first race winner.

The time limit for Multi Races will be one (1) hour except boats not finishing within fifteen (15) minutes of the first boat will be scored Did Not Finish without a hearing.

This amends RRS35.A4 and A5.

1. **POINTSCORE**

The Low-Point System as described in RRS Appendix A as modified below will apply.

RRS A9 Race Scores in a series longer than a Regatta replaces RRS A4.2 Up to nine (9) races are scheduled of which four races are required to be completed to constitute a series.

When fewer than six (6) races have been completed, a skiff’s score will be the total of her race scores. When six (6) or more races have been completed, a skiff’s series score will be the total of her race scores, excluding her worst score.

1. **PROTESTS**

Protest forms are available at the race office and shall be lodged in writing at the race office. The protest time limit shall be 60 minutes after the last boat has finished the last race of the day.

An arbitration meeting in accordance with Appendix T may be held prior to a protest hearing for an incident resulting in a protest by a boat involving one or more rules of Part 2 or rule 31.

1. **REPLACEMENT OF CREW OR EQUIPMENT**

20.1 Substitution of competitors will not be allowed unless approved by the Race Committee. Requests for substitution shall be made in writing to the Race Committee one hour prior to the scheduled race start time.

20.2 Substitution of damaged or lost equipment will not be allowed unless approved by the Race Committee. Requests for substitution shall be made in writing to the Race Committee at least one hour prior to the scheduled race start time.

In the event of a damaged sail within the one hour prior to a race, a replacement sail may be used without consent of the race committee but both the signed in and replacement must be presented to the race committee with a written declaration within one (1) hour of the last boat finishing the last race of the day.

1. **RACE RESULTS**

The provisional results may be displayed on the official notice board by 20:00 hours on the day of the appropriate race.

1. **RACE HEADQUARTERS**

The Race Headquarters is the Australian 18 Footers League Ltd, 77 Bay Street, Double Bay.

1. **TROPHIES, PRIZES AND PRESENTATION**

Individual race prizes will be presented after the race on each race day at the Australian 18 Footers League clubhouse.

The presentation of trophies and overall winner prizes will be held in the Australian 18 Footers League clubhouse on Sunday evening 22nd March, 2020.

1. **SAIL SIGNS**

Each boat shall have on each mainsail a distinguishing mark of sufficient size to be approved by the Race Committee. The colour patch shall be submitted with the entry and can only be altered with the permission of the Race Committee, applied for at least one (1) hour before the race start time.

Each boat shall carry its country of origin flag on both sides of each mainsail. (These flags will be provided by the Australian 18 Footers League with instructions as to the positioning on the mainsails).

**25. OFFICIAL TELEVISION PRODUCTION**

The organising Authority may commission an official television production.

As part of any official television production, camera boats will be on the race course each scheduled race day. Skiffs must be aware of the presence of the camera boats. The camera boat skippers have been instructed to keep clear . As these camera boats form part of the official television production, skiffs shall treat these camera boats as an obstruction with regard to Part 2 of RRs 2017-2020.

In each race at the discretion of the Organising authority , skiffs may be compulsorily equipped with cameras . The allocation of the cameras will be rotated in an equitable manner . These cameras are for the official television production. A breach of this sailing instruction shall not be grounds for protest by a competitor.

1. **LEAVING THE RIGGING AREA**

All competing boats shall be fully rigged and standing in a vertical position by a time NO LATER THAN forty five (45) minutes prior to the scheduled start time of each day’s race.

Each competing boat shall be removed from the rigging area and be in the water by a time NO EARLIER THAN forty five (45) minutes and NO LATER THAN twenty (20) minutes prior to the scheduled start time of each day’s race.

Infringement of this sailing instruction is open to protest only by the Race Committee. This amends RRS 60.1 and 60.3.

1. **INDEMNITY**

All those taking part in the regatta do so at their own risk and responsibility. The Australian 18 Footers League Ltd is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

**Attention is drawn to Fundamental Rule 4 (RRS 2017-2020) Decision to Race, which states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.**

1. **PRIVATE OR TEAM SUPPORT BOATS**

28.1 All coach, team leader and other support boats shall, while afloat, display a numbered white flag of minimum size 300mm by 500mm to indicate that they are a coach or support boat. At registration they shall designate the boat or boats they are coaching or associated with. Failure to do so will result in their exclusion from the race area and may result in a protest by the Race Committee against the competitor for a breach of RRS2 Fair Sailing.

* 1. Coach, team leader and other support boats shall keep more than 150 metres away from all competitors, and more than 150 metres away from marks of the course between the Preparatory Signal and the finish time of the last boat in the race, except when asked to assist by the Race Committee. A competitor may be approached after finishing and sailing clear of the course area.
  2. A skiff shall receive no outside assistance from coach boats or support boats or private spectator boats once she has left the rigging area for the day until the finish of the days races, except in the case of emergency or at the request of the race committee.
  3. All support boats shall comply with the “Roads and Maritime Regulation” requirements.
  4. Support boat operators must hold valid qualification to operate the vessel.

**29. SAFETY**

All skiffs shall carry a sharp knife capable of cutting high modulus fiber rope, sheathed and restrained and located on the port transom in such a way that it can be accessed with a one handed operation. Skiffs shall also carry spare air bottles and fluorescent flag supplied by the club.

No items of apparel are to be worn over the trapeze harness.

**30. NSW MARITIME REGULATION**

As a condition of the Australian 18 Footers League being granted an Aquatic License to conduct 18ft Skiff races on Sydney Harbour during the 2019-2020 Season, NSW Roads and Maritime advice the following MUST apply:

“All competitors MUST keep 500m from the bow of any ship and at least 200m from the bow of any ferry and not less than 30m from the sides/stern of any ship or ferry underway”.

**31. COMMERCIAL AND DEFENCE SHIPPING**

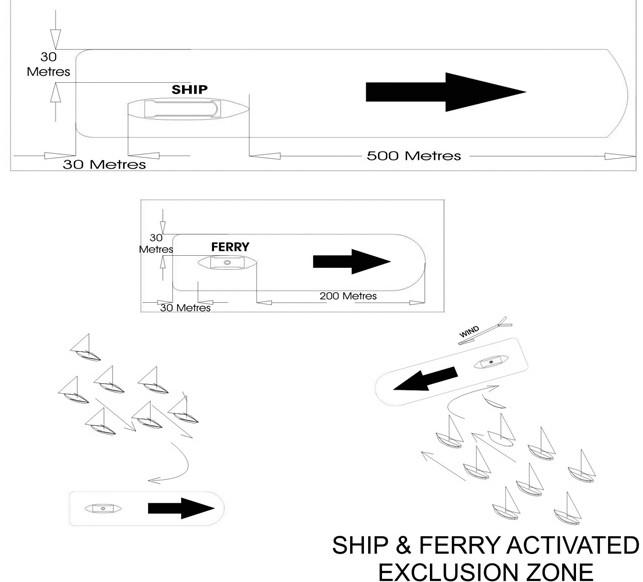
31.1 Skiffs shall not interfere with the commercial or defence shipping of the port. The attention of skippers is drawn to Roads and Maritime Services regulations regarding right of way vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. Roads and Maritime Services regulations specify “priority over sail”-some commercial ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels.

31.2 Skiffs found to have interfered with commercial shipping may be subject to action by the Race Committee in accordance with RRS 60.2.

31.3 All skiffs must abide by traffic directions of Roads and Maritime Services Boating Officers/Sydney Ports Officers. Any skiff directed to stop or alter course by Roads and Maritime Boating Services Officers/Sydney Ports Officers, as a result of an anticipated breach of the above rules/regulations shall do so immediately.

31.4 Any skiff reported by Roads and Maritime Services or Sydney Ports as having contravened these regulations may be disqualified without a hearing. This amends RRS 63.1.

SEE DIAGRAM BELOW AND ALSO ‘ADDENDUMS B and C’



**32. RIBBON PRESENTATION**

At the conclusion of the last race of the regatta, all skiffs shall remain in the vicinity of the finishing area until the winning ribbon is presented. This is a condition of entry and all entrants shall comply with this instruction.

**33. INSURANCE**

Boats shall have adequate current Third Party Property Liability insurance cover and Third Party Personal Liability insurance cover of not less than $10,000,000 (ten million) for each separate incident. A valid Insurance Certificate of Currency shall accompany each entry form.

**34. AREAS THAT ARE OBSTRUCTIONS**

While racing, boats shall not sail:

* Within the area of water between the registered moorings and the adjacent shoreline.

This includes Police or NSW Maritime moorings but excludes naval and shipping moorings. Within the area bounded by the cardinal marks around Sow and Pigs reef

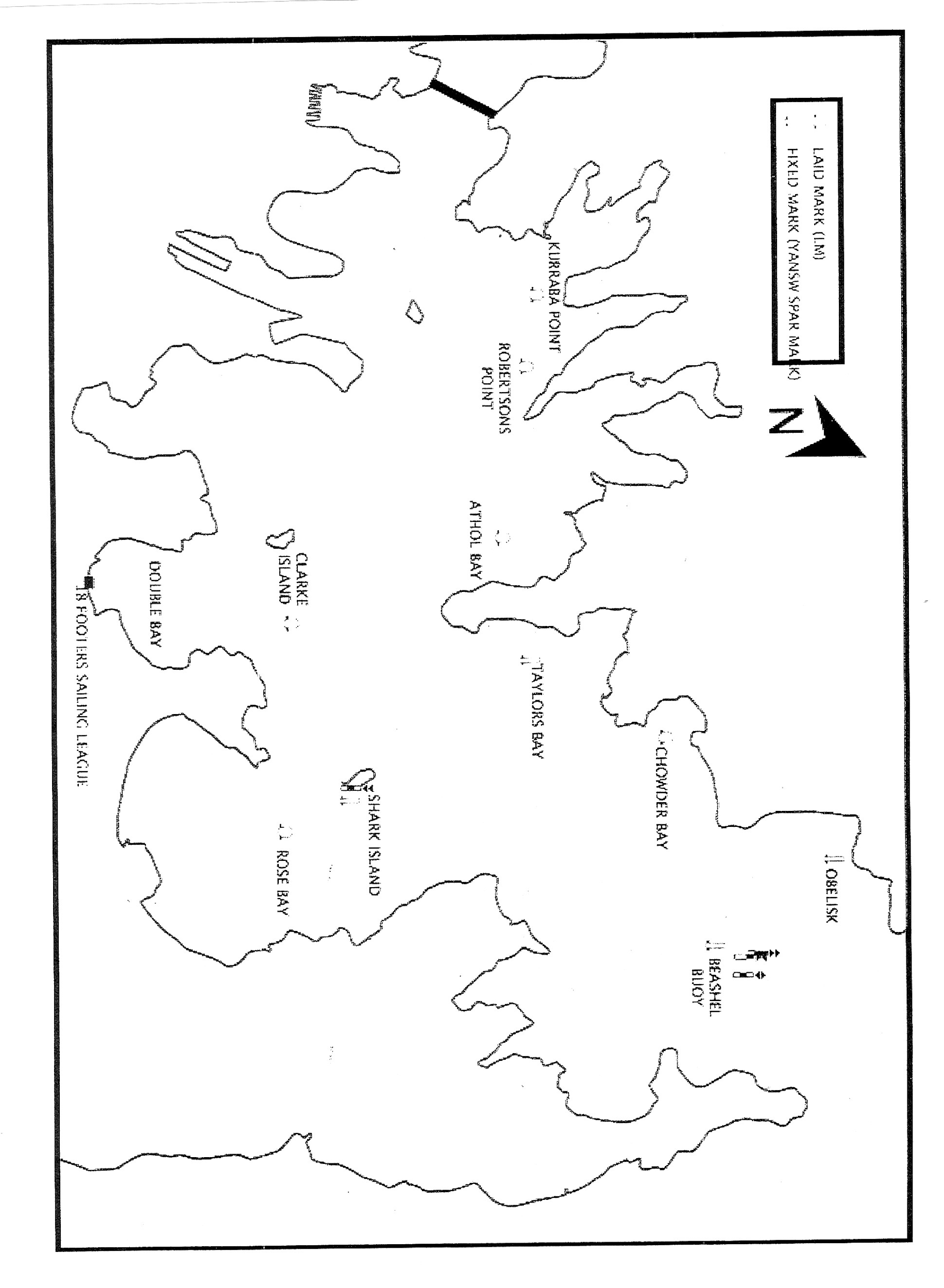
Between the cardinal mark(s) nearby and the shore of:

* Bradley’s Head; and
* Shark Island

Within the area of water between the yellow markers in the vicinity of:

* Garden Island; and
* Chowder Bay

**34.2** These areas rank as obstructions. Penalty for breaking this SI shall be in accordance with SI 16.

**ADDENDUM ‘A’ - COURSES**

**COURSE 1 - NORTH-EAST**

Start line in vicinity of Clarke Island

Beashel Buoy – YA

Shark Island – YA

Clarke Island – LM

Beashel Buoy – YA

Clarke Island – LM

Beashel Buoy – YA

Shark Island – YA

Finish line in vicinity of Clarke Island

**COURSE 2 - EAST**

Start line in vicinity of Robertson Point Rose Bay – LM

Clarke Island – LM

Kurraba Point – LM

Rose Bay – LM

Kurraba Point – LM

Rose Bay – LM

Finish line in vicinity of Clarke Island

**COURSE 3 - SOUTH-EAST**

Start line in vicinity of Taylors Bay Rose Bay - LM

Robertson Point – LM (PORT)

Clarke Island – LM (PORT)

Chowder Bay – LM

Rose Bay – LM Taylors Bay – YA Rose Bay – LM

Robertson Point – LM (PORT)

Finish line in vicinity of Clarke Island

**COURSE 4 - SOUTH**

Start line in vicinity of Athol Bay

Clarke Island – LM (PORT)

Obelisk Bay – YA

Shark Island – YA

Athol Bay East – LM (PORT)

Clarke Island – LM (PORT)

Obelisk Bay – YA

Shark Island – YA

Athol Bay East – LM (PORT)

Finish line in vicinity of Clarke Island

**COURSE 4 / 1 - SOUTH**

Start line in vicinity of Athol Bay

Clarke Island – LM (PORT)

Chowder Bay – LM

Shark Island – YA

Athol Bay East – LM (PORT)

Clarke Island – LM (PORT)

Chowder Bay - LM

Shark Island – YA

Athol Bay East – LM (PORT)

Finish line in vicinity of Clarke Island

**COURSE 5 - WEST**

Start line in vicinity of Rose Bay

Kurraba Point – LM (PORT)

Clarke Island – LM (PORT)

Rose Bay – LM (PORT)

Kurraba Point – LM (PORT)

Rose Bay – LM (PORT)

Kurraba Point – LM (PORT)

Finish line in vicinity of Clarke Island

**COURSE 6/2**

Start Line

Mark 1 (PORT)

Gate 2

Mark 1 (PORT)

Finish line to port side of Committee Vessel

**COURSE 6/3 - WINDWARD/LEEWARD**

Start line

Mark 1 (PORT)

Gate 2

Mark 1 (PORT)

Gate 2

Mark 1 (PORT)

Finish line to port side of Committee Vessel

**COURSE 6/4 - WINDWARD/LEEWARD**

Start line

Mark 1 (PORT)

Gate 2

Mark 1 (PORT)

Gate 2

Mark 1 (PORT)

Gate 2

Mark 1 (PORT)

Finish line to port side of Committee Vessel

**NOTES:**

* All marks to STARBOARD unless otherwise noted.
* ‘YA’ marks are YNSW permanently fixed yellow spar marks.
* ‘LM’ marks are temporarily laid orange inflatable marks with white band and fluorescent end.
* In Course 6/2, Course 6/3 and Course 6/4, Mark 1 will be laid to windward of the start line. (Distance and bearing will be displayed from the Committee Vessel).
* Gate 2 will be laid approximately 50 metres to windward of the start line
* If one of the leeward gate marks is missing boats shall round the one existing leeward mark to port.
* Start locations described for the above courses are a guide only and may vary at the discretion of the Race Committee.

# ADDENDUM ‘B’

## REPORTING MARINE ACCIDENTS AND THE MARINE SAFETY ACT 1998 AND THE MARINE SAFETY (GENERAL) REGULATIONS 2009.

### The provisions of the Marine Safety Act 1998 (the Act) came into operation on the 30th March 2009.

The Marine Safety (General) Regulations 2009, (The Regulations) also came into force on the 30th March 2009.

They may be accessed at [www.legislation.nsw.gov.au](http://www.legislation.nsw.gov.au/)

The Act and Regulations replace the obligation under section 30G of the Maritime Services Act 1935 to report marine accidents involving death or injury or damage exceeding $100.

The Act and Regulations also replace the provisions of a Memorandum of Understanding between NSW Maritime and Yachting NSW which related to collisions between racing vessels. The MoU was not widely circulated or understood by Clubs.

Under section 99 (1) of the Act a master and owner have an obligation to report a marine accident.

Regulation 96 sets out the conditions where a report is not required, and is therefore required in all other circumstances, and substantially changes the reporting requirements. It has particular relevance to racing yachts competing subject to an Aquatic License granted to a Club.

Three separate situations are referred to in Regulation 96 and these are set out in the following Table and state the conditions where a report IS required.

Types of vessels involved Conditions for reporting

Vessels two or more ALL of which are NOT racing. Fatality or personal injury or Damage exceeds $5000

Vessels two or more of which ALL are racing Fatality or personal injury or Damage exceeds $5000

Vessels one of which is racing and one of which is not racing Fatality or personal injury or Damage exceeds $5000

**ADDENDUM C**

** SAILING VESSEL INCIDENT REPORT NSWMA RGB sm**

**(FOR INCIDENTS INVOLVING SAIL VESSELS OPERATING UNDER SAME AQUATIC LICENCE)**

**Please fax completed form to NSW Maritime on (02)9563 8699**

1. Was any person injured requiring medical treatment? Yes/No
2. Was there damage that affected any of the involved vessels’ seaworthiness? Yes/No
3. Was a commercial vessel involved? (ie charter/sail training vessel) Yes/No
4. Was there damage exceeding 10% value of **ANY** vessel? (if no , report optional) Yes/No

**If Yes to any of questions a, b or c a full VIR MUST be completed and submitted to NSW Maritime within 24hrs.**

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| --- | --- | --- | --- | --- | --- | --- |
| Date: | Time: | Loc. Description: | Organisation: | | Aquatic Licence # | Conditions: (Wind dir, strength, waves) |
| **Vessel 1** | | | | **Vessel 2** | | |
| **Details of Skipper/Master** | | | | **Details of Skipper/Master** | | |
| Name**:**…………………………....................Sex**:**……. | | | | Name**:**…………………………....................Sex**:**……. | | |
| Address**:** ……………………………………………….. | | | | Address**:** ……………………………………………….. | | |
| ………………………………………………………….. | | | | ………………………………………………………….. | | |
| Postcode**:**……………….. | | | | Postcode**:**……………….. | | |
| Date of Birth**:** …../……/………. Age**:**…….yrs | | | | Date of Birth**:** …../……/………. Age**:**…….yrs | | |
| Phone**:**………………….. Mobile**:**………………… | | | | Phone**:**………………….. Mobile**:**………………… | | |
| **Experience sailing this type of vessel: …..yrs** | | | | **Experience sailing this type of vessel: …..yrs** | | |
| **Experience sailing in general: ……..yrs** | | | | **Experience sailing in general: ……..yrs** | | |
| **Boat Licence: Yes / No #....................** | | | | **Boat Licence: Yes / No #....................** | | |
|  | | | |  | | |
| **Details of Owner (if different from master)** | | | | **Details of Owner (if different from master)** | | |
| Name**:**…………………………....................Sex**:**……. | | | | Name**:**…………………………....................Sex**:**……. | | |
| Address**:** ……………………………………………….. | | | | Address**:** ……………………………………………….. | | |
| ………………………………………………………….. | | | | ………………………………………………………….. | | |
| Postcode**:**……………….. | | | | Postcode**:**……………….. | | |
| Date of Birth**:** …../……/………. Age**:**…….yrs | | | | Date of Birth**:** …../……/………. Age**:**…….yrs | | |
| Phone**:**………………….. Mobile**:**………………… | | | | Phone**:**………………….. Mobile**:**………………… | | |
|  | | | |  | | |
| **Vessel Details** | | | | **Vessel Details** | | |
| Name**:**………………………………………………. | | | | Name**:**………………………………………………. | | |
| Rego / Permit No**:**……………..Sail No**:**…………. | | | | Rego / Permit No**:**……………..Sail No**:**…………. | | |
| Length**:**………………. Division/Class**:**…………... | | | | Length**:**………………. Division/Class**:**…………... | | |
| Engine**:** …………………………………………….. | | | | Engine**:** …………………………………………….. | | |
|  | | | |  | | |
| Vessel 1 Persons Aboard**:** Adults …. . Children (<12yrs)……. | | | | Vessel 2 Persons Aboard: Adults …. Children (<12yrs) ……. | | |
|  | | | |  | | |
| **INCIDENT DETAILS**  ***Please select one only - if more than 1 of these occurred please select one that occurred first.*** | | | | **INCIDENT DETAILS**  ***Please select one only - if more than 1 of these occurred please select one that occurred first.*** | | |
| Collision Grounding Capsize Flooding | | | | Collision Grounding Capsize Flooding | | |
| Sinking Swamping Structural failure | | | | Sinking Swamping Structural failure | | |
| Person overboard | | | | Person overboard | | |
| Other (please specify)………………………………….. | | | | Other (please specify)………………………………….. | | |
| Vessel Damage**:**…………....................................... | | | | Vessel Damage**:**…………....................................... | | |
| …………………………………………………………. | | | | …………………………………………………………. | | |
| Estimated Cost**:** ……………………………………... | | | | Estimated Cost**:** ……………………………………... | | |
| Point of Sail**:** …………………. Tack**:** Port/Starboard | | | | Point of Sail**:** …………………. Tack**:** Port/Starboard | | |
| Pos. in relation to other vessel**:** Windward/Leeward | | | | Pos. in relation to other vessel**:** Windward/Leeward | | |
|  | | | |  | | |
| **WITNESSES:** | | | | **WITNESSES:** | | |
| Name**:**…………………………………………………. | | | | Name**:**…………………………………………………. | | |
| Contact # …………………..Vessel**:**………………... | | | | Contact # …………………..Vessel**:**………………... | | |
| Name**:**…………………………………………………. | | | | Name**:**…………………………………………………. | | |
| Contact # …………………..Vessel**:**………………... | | | | Contact # …………………..Vessel**:**………………... | | |
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| **INCIDENT DESCRIPTION**  Please give a brief description & drawing of events leading up to & including incident & subsequent actions. |
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Drawing: Please include wind direction.

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| --- | --- |
| **Name of Person Completing the Report:** | **Date:** |

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