



2017 Forward Sailing Australian O'pen Cup
4th January 2017 – 9th January 2017

Organising Authority
Australian International O'pen BIC Class Association
in conjunction with the
Henley Sailing Club Inc.

Venue
Henley Sailing Club
1 Seaview Road, West Beach,
SA 5024

SAILING INSTRUCTIONS

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

The notation '[NP]' in a rule in the SI means that this rule is not protestable by a boat.

1. RULES

- 1.1 The Gold Fleet will be governed by the rules as defined in *The Racing Rules of Sailing* and on water judging will apply as per **Attachment D**.
- 1.2 The Silver Fleet will be sailing under the Introductory Rules for Racing **Attachment E**.
- 1.3 The Australian Sailing Prescriptions, Part 2 for Off the Beach Boats will apply.
- 1.4 Under RRS 87 Class Rule C5.1(i) is amended to make the carrying of a tow rope mandatory. The tow rope shall be a minimum diameter of 7mm and 5 metres in length with a 150mm loop in the end. It is to be affixed to the mast and bow handle and stowed such that it is ready for towing.
- 1.5 RRS 41(a) Outside Help wording is added "including actions of the Race Committee in retrieving crews from the water and returning them to their boats whether the skipper asked or not".

2. ADDITIONAL IDENTIFICATION [DP][NP]

- 2.1 While racing the Silver Fleet boats shall display a coloured ribbon attached to the top of her sail (where the mast meets the head). Ribbons and instructions for attachment will be available from the race office.



3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board(s) located upstairs adjacent the bar.

4. CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 0800 hrs on the day it will take effect, except that any change to the schedule of races will be posted by 1800 hrs on the day before it will take effect.

5. SIGNALS MADE ASHORE

5.1 Signals made ashore will be displayed on the flagpole outside of the bridge tower and balcony of the Henley Sailing Club. When a signal is displayed over a Fleet flag it applies to that fleet only.

5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP. This changes Race Signals.

5.3 Flag D with one sound signal means 'The warning signal will be made not less than 60 minutes after flag D is displayed. Boats shall not leave the harbour until this signal is made.

6. FORMAT OF RACING

Boats will be allocated to either Gold or Silver Fleet. This will be displayed on the Official Notice Board prior to 1900 hrs on 4th January 2017.

7. SCHEDULE OF RACES

7.1 A maximum of 12 races in total is scheduled.

7.2 The daily race schedule and the scheduled time of the warning signal for the first race each day are shown in Sailing Instruction **Attachment C**.

7.3 To alert boats that a race or sequence of races will begin soon, the orange starting line flag will be displayed with one sound at least five minutes before a warning signal is made.

7.4 On the last scheduled day of racing no warning signal will be made after 1600 hrs unless as the result of a General Recall.

8. CLASS FLAGS

Class flags will be:

Gold Fleet – White flag with O'pen BIC insignia

Silver Fleet – Pink flag with O'pen BIC insignia

9. RACING AREAS

9.1 **Attachment B** shows the location of the racing area.



10. THE COURSES

10.1 The diagrams in **Attachment A** show the courses, including the course signals, approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

11. MARKS

Marks are described in **Attachment A**.

12. AREAS THAT ARE OBSTRUCTIONS

Nil

13. THE START

13.1 The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and a staff displaying an orange flag at the port end.

13.2 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races. [DP][NP]

13.4 A boat starting later than 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

14. CHANGE OF THE NEXT LEG OF THE COURSE

There will be no change to the course after the start signal.

15. THE FINISH

The finishing line will be between a staff displaying a Blue flag on the race committee vessel at the port end and a staff displaying a blue flag at the starboard end.

16. PENALTY SYSTEM

16.1 RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

16.2 On water Judging will apply for the Gold Fleet. See **Attachment D**.

17. TIME LIMITS AND TARGET TIMES

17.1 **Gold Fleet** : Time limits and target times for the are as follows:

Time Limit Mark 1=15min; Time Limit= 60 min; Target Time = 35 min

If no boat has passed Mark 1 within the Mark 1 time limit the race will be abandoned. Failure to meet the target time will not be grounds for redress. This changes RRS 62.1(a).

17.2 **Silver Fleet**: Boats failing to finish within 10 minutes after the first boat sails the course and finishes will be given a score of her place on the course. This changes RRS 35, A4 and A5.

18. ARBITRATION

RRS Appendix T will apply.



19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1 No protest or request for redress made on the water will be accepted unless the protesting boat notifies (and receives acknowledgement from) the finish boat on the water, immediately after finishing. The protesting boat shall declare her intention to protest or seek redress and identify the boat(s) being protested or the redress being sought. The only exemption from this clause is for boats that retire from the race. This changes RRS 63.1.
- 19.2 Protest forms are available at the race desk adjacent the official notice board upstairs. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
- 19.3 (a) For each fleet, the protest time limit is 60 minutes after the last boat in the fleet has finished the last race of the day, after SI17 has been applied to that race, or the race committee signals no more racing today, whichever is later.
- 19.4 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located upstairs in the Anderson Room, beginning at the time posted.
- 19.5 Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 19.6 On the last scheduled day of the qualifying series or the last scheduled day of racing a request for reopening a hearing shall be delivered:
- (a) within the protest time limit if the requesting party was informed of the decision on the previous day;
 - (b) no later than 30 minutes after the requesting party was informed of the decision on that day. This changes RRS 66.
- 19.7 On the last scheduled day of racing a request for redress from a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.
- 19.8 Decisions of the National Jury will be final as provided in RRS 70.5.

20. SCORING

- 20.1 **3** races are required to be completed to constitute a series.
- When fewer than **4** races have been completed, a boat's series score will be the total of her race scores.
 - When from **4** to **8** races have been completed, a boat's series score will be the total of her race scores excluding her worst score.
 - When **9** or more races have been completed, a boat's series score will be the total of her race scores excluding her two worst scores.



21. SAFETY REGULATIONS [DP][NP]

21.1 See SI 5.3

21.2 Check-Out and Check-In Procedures

The sign-on/sign-off point will be located upstairs adjacent to the official notice board.

Gold and Silver: For each race session each boat intending to race shall 'sign-on' at the sign-on/off point no later than 30 minutes prior to the 1st warning signal of a racing session. Failure to comply shall result in a boat being penalised 5 places for the first race in the session though not worse than DNF without a hearing. This changes RRS 63.1.

All boats shall 'sign-off' at the sign-on/off point upon returning to shore no later than 30 minutes after the last boat reaches the beach at the end of the session. Failure to comply shall result in the boat being penalised 5 places for the last race in that session though not worse than DNF without a hearing. This changes RRS 63.1.

Green: For each on water activity session each participant shall 'sign-on' prior to that session at the sign-on/off point.

Each participant shall 'sign-off' on completion of the on-water activity session.

21.3 A boat that retires from a race shall notify the race committee as soon as possible.

21.5 See SI1.5. RRS 41 Outside Assistance.

22. REPLACEMENT OF CREW OR EQUIPMENT [DP]

22.1 Substitution of competitors will not be permitted.

22.2 Substitution of damaged or lost equipment will not be allowed unless authorized by the race committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity.

23. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions. On the water, a boat can be instructed by a race committee equipment inspector or measurer to proceed immediately to a designated area for inspection.

24. EVENT ADVERTISING [DP][NP]

Boats shall display advertising supplied by the organizing authority as follows:

- Sail stickers along with attachment instructions will be supplied at registration.



25. OFFICIAL BOATS

25.1 Official boats will be marked as follows:

Category Identification

- Judges – White flag with letter **J**
- Media – White flag with letter **M**
- Race Committee – Henley Sailing Club burgee
- Rescue – Henley Sailing Club burgee
- Advisor – White flag with letter **A**

25.2 Actions by official boats shall not be grounds for requesting redress by a boat. This changes RRS 60.1(b).

26. SUPPORT BOATS [DP][NP]

26.1 All support and coach boats shall be registered with the Organising Authority. All boats shall be marked with a laminated number available at the Race Office upon completion of support/coach boat registration. The number must be clearly displayed by all boats at all times whilst afloat.

26.2 Each coach/support boat is required to have a working VHF radio.

26.3 All coach/support boats shall sign on and off with the Henley Bridge and declare the number of persons on board.

26.4 Team leaders, coaches and other support personnel shall stay at least 100m outside the course area defined by the rounding marks, the start/finish areas and areas where boats are racing from the time of the preparatory signal for the first division to start until all boats have finished or retired or the race committee signals a postponement, general recall or abandonment, unless requested or given permission by the race committee to enter these areas for retrieval or rescue purposes.

26.5 When Code Flag V (with a long sound signal) is displayed from a committee vessel **all** support boats are required to remain afloat and assist **all** sailors until Code Flag V is lowered. The penalty for failing to comply with this instruction may result in the disqualification (from the race/s in which the infringement took place) of all boats associated with the infringing boat.

27. TRASH DISPOSAL [DP]

Trash may be placed aboard support or official boats.

28. RADIO COMMUNICATION [DP][NP]

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones.



29. PRIZES

29.1 Prizes will be awarded to

Gold Fleet

Overall: 1st, 2nd, 3rd

U19 (as at 31st Dec. 2017): 1st, 2nd, 3rd.

U16 (as at 31st Dec. 2017): 1st, 2nd, 3rd.

U13 (as at 31st Dec. 2017): 1st, 2nd, 3rd.

Silver Fleet

Overall: 1st, 2nd, 3rd, 4th.

Green Fleet

Prizes may be awarded for 'encouragement' and 'taking part' as well as placing for positions.

29.2 Other prizes may be awarded at the discretion of the organising authority.

30. DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta. It is recommended that competitors should consider wearing helmets as protection against head strikes from the boom.

31. INSURANCE

Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of 5mill \$AUD per incident or the equivalent. Proof of insurance must be shown at registration.

32. RIGHTS TO USE NAME AND LIKENESS

By participating in this event competitors automatically grant to the organizing authority and the event sponsors the right, in perpetuity, to make, use and show at their discretion any photography, audio and video recordings and other reproductions of them made at the venue without compensation.



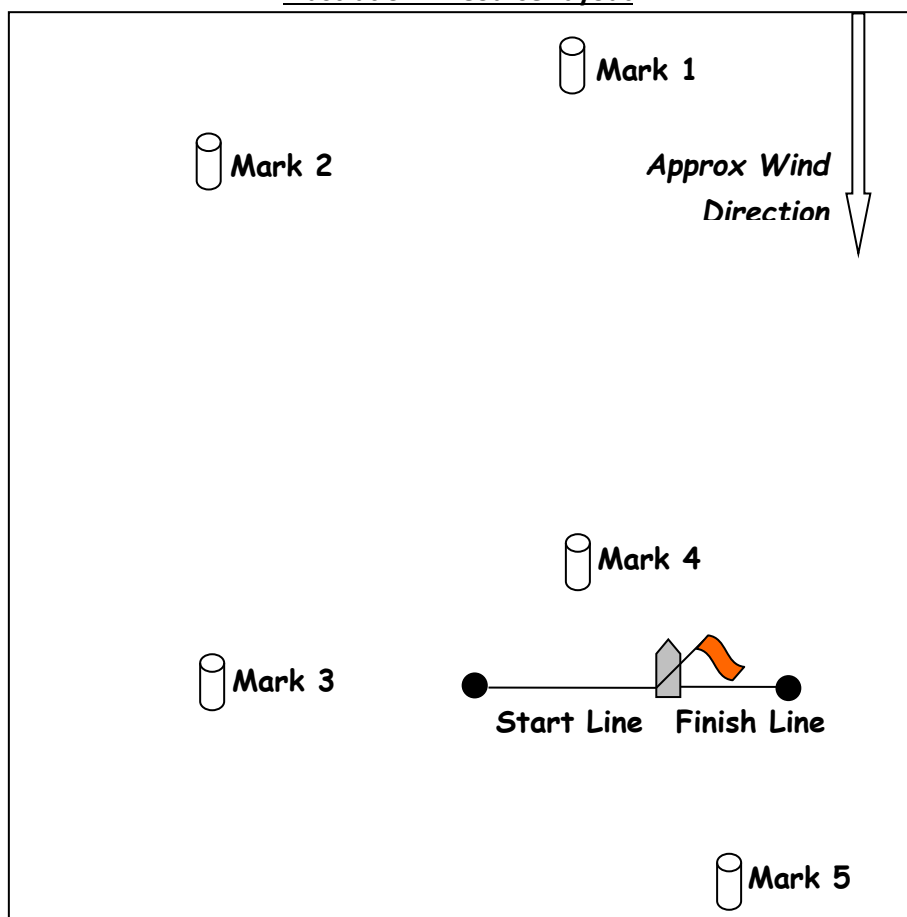
Attachment A - Courses

Course	Course Description
G1	Start – 1 – 2 – 3 – 5 – Finish
G2	Start – 1 – 4 – 1 – 2 – 3 – 5 – Finish
S1	Start – 2 – 3 – 5 – Finish
S2	Start – 2 – 3 – 2 – 3 – 5 – Finish

Table 1 – Courses and Course Descriptions

- Rounding marks shall be left to Port
- Marks 1 and 4 will be yellow inflatable
- Mark 2 will be a red inflatable with white signage and black bull horns
- Marks 3 and 5 will be red inflatables with white signage
- Start marks will be a buoy with a staff displaying an orange flag at the port end and the mast displaying an orange flag on the committee vessel at the starboard end
- Finish marks will be a buoy with a staff displaying a blue flag at the starboard end and the mast displaying a blue flag on the committee vessel at the port end

Illustration 1. Course Layout





Attachment B – Racing Area



On water activities, will be conducted in the highlighted circle above.



Attachment C

Day / Date	Event	Time /Warning
Wednesday 4 th January	Registration	0900 – 1200 hours
	Regatta briefing (Gold, Silver and Green)	1230 hours
	Invitation Race (Gold and Silver)	1400 hours
	Welcome Dinner	1800 hours
Thursday 5 th January	Briefing followed by on/off water activities (Green)	0900 - 1230 hours
	Briefing (Gold and Silver)	1130 hours
	Commence on water activities	1200 hours
	Coaching Clinic/Q&A's (Gold and Silver)	TBC
	Daily prize giving	ASAP after Q&A's
Friday 6 th January	Briefing followed by on/off water activities (Green)	0900 – 1230 hours
	Briefing (Gold and Silver)	1130 hours
	Commence on water activities	1200 hours
	Coaching Clinic/Q&A's (Gold and Silver)	TBC
	Daily prize giving	ASAP after Q&A's
	Class AGM	1900 hours
Saturday 7 th January	Briefing followed by on/off water activities (Green)	0900 – 1230 hours
	Briefing (Gold and Silver)	1130
	Commence on water activities	1200 hours
	Coaching Clinic/Q&A's (Gold and Silver)	TBC
	Daily prize giving	ASAP after Q&A's
	Official event dinner (Free for competitors)	1900 hours
Sunday 8 th January	Briefing followed by on/off water activities (Green)	0900 - 1230 hours
	Briefing (Gold and Silver)	1130 hours
	Commence on water activities	1200 hours
	Coaching Clinic/Q&A's (Gold and Silver)	TBC
	Daily prize giving	ASAP after Q&A's
Monday 9 th January	Briefing followed by on/off water activities (Green)	0900 – 1230 hours
	Briefing (Gold and Silver)	1130 hours
	Commence on water activities	1200 hours
	BBQ Dinner	1800
	Prize giving and Closing Ceremony	1830 hours



Attachment D

ON-WATER JUDGED RACES

*The aim of this process is to have all boat-vs-boat **protests** decided at the time of the incident. Competitors need to accept that a judge may not be in a position to adjudicate every incident.*

Races to be judged shall be identified in the Notice of Race & Sailing Instructions.

PROTESTS AND PENALTY TURNS BY BOATS

To protest a boat in the racing area, she shall hail 'Protest' and conspicuously raise a hand in the air, at the first reasonable opportunity for each.

A boat involved in the incident may promptly take a One-Turn Penalty or after given time to respond, clearly indicate that she will do so as soon as possible.

If no boat takes a penalty turn, a Judge shall decide whether to penalize any boat.

When a boat protests under a rule of Part 2 or under rule 31 or 42 for an incident in the racing area, and a penalty turn is taken or a decision is made by a Judge she is not entitled to a hearing.

If no decision is made by a Judge (*a Judge boat may not be in the vicinity to see the incident or the Judges just did not see it*) a boat may lodge a protest on shore within the Protest Time Limit which may then be subject to arbitration or/and a protest hearing.

JUDGE ACTIONS

Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the Judges without a hearing.

If more than one boat broke a rule and was not exonerated, a Judge may penalize any boat that broke a rule and did not take a penalty.

A Judge may penalize a boat without a protest by another boat, or report the incident to the protest committee, or both, when the boat:

- (a) breaks a rule of Part 2 and makes contact with another boat, or breaks rule 14 and there is damage or injury
- (b) breaks rule 31 and does not take a penalty;
- (c) clearly indicates that she will take a penalty turn, and then fails to do so;
- (d) breaks a rule and gains an advantage despite, taking a penalty;
- (e) fails to take a penalty signalled by a judge;
- (f) commits a breach of sportsmanship.



SIGNALS BY A JUDGE

A judge shall signal a decision with one long sound and the display of a flag as follows:

- (a) for no penalty, a green flag.
- (b) to penalize one or more boats, a red flag. The judge shall also hail or signal to identify each boat penalized.

PENALTIES

The penalty for breaking a rule is a One-Turn Penalty including one tack and one gybe in the same direction as has been changed by rule 44.1.

Competitors are encouraged to ask the Judge after racing about a decision made on the water to assist with learning outcomes. This can be done between races or on shore. Attempt to identify the boat/judge that made the decision to speak with about the incident.



Attachment E

Introductory Rules for Racing



Introductory Rules for Racing

Version 1.01 - February 2008

Some Explanations

Windward and Leeward: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

Port and Starboard tack: You are on *port* or *starboard tack* according to your *windward* side.

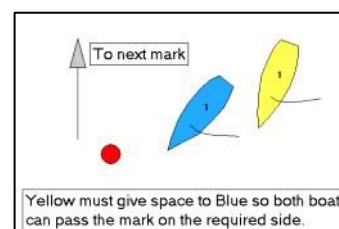
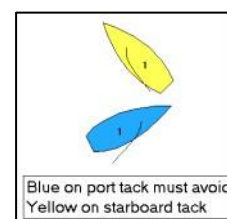
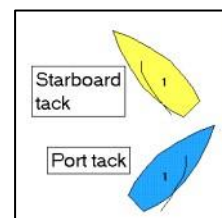
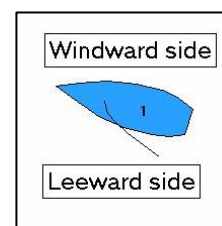
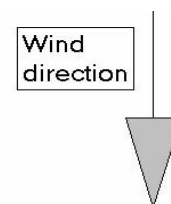
Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

Basic Rules

1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

Rules When Boats Meet

3. When you and the other boat are on opposite *tacks*, if you are on *port tack* you must avoid the boat on *starboard tack*.
4. When you and the other boat are on the same *tack*, you must avoid the other boat
(a) if she is in front of you, or (b) if she is on your *leeward* side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object, you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite tacks at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat an adequate opportunity to avoid you.





Other Rules

7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You must not touch a mark of the course.
10. If you think you or another boat has broken a rule or if you are unclear about the rules at any time during the race, you must describe the incident to the *advisor* after the race. The *advisor* may then add two points to the score of any boat that has broken a rule. If the offence is serious, the *advisor* may add extra points to the boat's score.

Responsibilities of Race Organizers

- (a) To run fair, enjoyable and safe races.
- (b) To inform all the competitors about the sequence of starting signals, the starting and finishing lines, the course to be sailed and the marks to be rounded.
- (c) To score each boat points equal to her finishing position, after adjusting for handicaps when appropriate.
- (d) To appoint an *advisor* on the rules and procedures for racing.

Introduction and Use

These rules are designed to stand on their own so that sailors who are starting to race can compete using only these few rules and without the need to learn the many details of the ISAF Racing Rules of Sailing (RRS). They are appropriate for small boats in sheltered waters; they are not intended for boats over 6 metres (20 feet) long when an experienced person should be alongside and able to instruct the novice helm. These rules are compatible with the principles and fundamental rules in the RRS. However, they are neither a guide to nor an abbreviated form of the RRS.

The rules are intentionally minimalist and they omit as many complications of the RRS as possible. They are written for sailors who are starting to race and with no more than 2 years of racing experience. After this period these sailors should be encouraged to sail races under the Racing Rules of Sailing.

Boats racing under these rules should race on their own course and should not share the course area or marks with boats racing under the RRS.

Unlike normal racing, there is an obligation on the race organisers to verbally brief all competitors about the marks, the course and all relevant race management matters.



The role of rules advisor is a vital part of teaching the rules. Ideally the rules advisor should be afloat and should watch the racing but, as a minimum, the advisor must be available for discussion immediately the sailors return ashore. The rules advisor may be the same person as the race officer.

The standard penalty for breaking a rule is necessarily small at this learning stage and the difficulties of penalty turns are avoided. As it is only the advisor that imposes a penalty, possible pressure on a less confident competitor while racing is avoided. Note this two place penalty applies to all errors (including starting and course errors) although there is provision for increasing the penalty to avoid any advantage being gained from the error.

Feedback

These rules are 'experimental'. Please let ISAF have your comments, criticisms and suggestions at www.sailing.org/contactisaf. The rules will be updated as required and the latest version published on the ISAF website www.sailing.org.