



Lysterfield  
Sailing  
Club Inc.

***SAILING  
INSTRUCTIONS  
CLUB RACING***

***September 2013***

## **LYSTERFIELD SAILING CLUB INC.**

### **SAILING INSTRUCTION: CLUB RACES**

#### **1. RACING RULES**

Club Races will be governed by the rules as defined in the Racing Rules of Sailing (“Rules”) for 2013-2016 of the International Sailing Federation and the Yachting Australia, Special Regulations Part 2 for “Off the Beach Boats”, except as any of the Rules, and Special Regulations Part 2 is altered, the means thereof being prescribed in these Sailing Instructions.

1.1 The Racing Rules of Sailing are effective in Australia from 1 January 2013.

1.2 The Yachting Australia Special Regulations are effective from 1 July 2013.

#### **2. DECISION TO RACE**

*The responsibility for a boat’s decision to race or to continue racing is hers alone.*

#### **3. ELIGIBILITY, ENTRY & REGISTRATION**

3.1 Member’s boat’s must be on the Club Register and crewed by financial members of the Lysterfield Sailing Club Inc and having a Yachting Australia Sailor Identification Number.

3.2 Members, or their delegated representative, must indicate their intention to race by signing on the official entry form (sign-on sheet (s)) no later than **15 minutes** prior to the start of themembers boat’s Division.

3.3 A boat not signed on will be scored as a “Did Not Start”.

3.4 Visitors are eligible to race and enter by the payment of an appropriate fee and by indicating their intention to race by signing the official entry form (sign-on sheet (s)) no later than **15 minutes** prior to the start of visitors boat’s Division. A visitor must provide evidence that he or she has a current Sailor Identification Number. Visitors shall pay an entry fee for each Club race entered.

#### **4. NOTICE OF RACE**

The official Club Racing Schedule is as displayed on the Club Notice Board with formal notification being provided to members by post, electronic media and / or on the Club’s website at [www.lysterfieldsailing.com.au](http://www.lysterfieldsailing.com.au). Racing will take place in accordance with the Schedule. Except for re-sails, the Schedule will not be changed, unless one week’s notice of change is given by a notice on the Club’s Notice Board and / or by a formal notification to members.

## 5. DIVISIONS & RACE SIGNALS

Divisions and Divisional Race Signals are as follows:

Division 1	All Multi-hulls	Pennant 1
Division 2	Mono- hulls with a yardstick of 130 or less	Pennant 2
Division 3	Mono- hulls with a yardstick of 131 +	Pennant 3
Division 4	Tackers Division for Members under the age of 12 years as at 1 July	Pennant 4

**NOTE:** An additional division (s) may be added and will be explained at a pre-race briefing.

## 6. COURSES

6.1 The Officer of the Day will determine the course (s) to be sailed, the description of which will be displayed with the sign on sheet (s). These will be available at least **30 minutes** before the display of the appropriate Divisional Pennant (s) providing the warning signal for the commencement of the Starting Procedure.

6.2 Race Signals will be displayed in accordance with Sub-Rules 25.1 to 25.3 and Rule 26 together with the following course signals:

- Starboard Course Plain Green Flag
- Port Course Plain Red Flag
- Combined Port & Starboard Course Red & Green Flag

## 7. STARTING LINE

7.1 The starting line (an imaginary line) *will* be between the designated start / finish mark and an additional mark, thus forming the starting line with the Starting Boat stationed at the starboard end of the starting line to carry out the Starting Procedures.

7.2 Alternatively, the starting line *may* be between the designated start / finish mark, and the mast at the stern of the Starting Boat which will be stationed at the starboard end of the line. A clearance mark, or buoy, may be set off astern or abeam of the Starting Boat, and no boat may pass between this clearance mark or buoy, and the Starting Boat.

7.3 For multiple starts, boats whose preparatory signal has not been made shall keep clear of the starting area and of boats whose preparatory signal has been made.

## 8. ACTIONS BEFORE THE STARTING SIGNAL

Before the starting signal the Officer of the Day may for any reason *postpone* the race, such postponement shall be in accordance with Rule 27.3.

## 9. STARTING PROCEDURE

Races shall be started using the following signals. *Times will be taken from the visual signals; the absence of a sound signal shall be disregarded.*

<i>Signal</i>	<i>Flag and Sound</i>	<i>Minutes before Starting signal</i>
Warning	Divisional Race Signal (s) Pennant (s) 1 sound <i>Pennant (s) displayed</i>	<b>5</b>
Preparatory	Flag "P" (No penalty system) or Flag "I" (Return around an end penalty system) or Flag "Z" (20% penalty system) Flag "Z" with Flag I (Return around an end with 20% Penalty system) 1 sound <i>Applicable Flag (s) displayed</i>	<b>4</b>
One minute	<i>Preparatory Flag (s) removed.</i> 1 long sound	<b>1</b>
<b>STARTING</b>	Divisional Race Signal (s) Pennant (s) 1 sound <i>Pennant (s) removed</i>	<b>0*</b>

\*For multiple starts, the warning signal for each succeeding Division will be made with or after the starting signal for the preceding Division.

A boat starting later than **10 minutes** after their starting signal will be scored "Did Not Start". (***This changes Rule 26.***)

## 10. RECALLS

### 10.1 Individual Recall – Rule 29.1

When at a boat's starting signal any part of her hull, crew or equipment is on the course side of the starting line or she must comply with Rule 30.1, the race committee shall promptly display Flag "X" with one sound. The flag shall be displayed until all such boat's have sailed completely to the pre-start side of the starting line or one of its extensions and have complied with Rule 30.1 if it applies, but no later than four minutes after the starting signal or one minute before any later starting signal, whichever is the earlier. If rule 30.3 applies this rule does not.

### 10.2 General Recall – Rule 29.2

When at the starting signal the race committee is unable to identify boats that are on the course side of the starting line or to which Rule 30 applies, or there has been an error in the starting procedure, the race committee may signal a general recall by the display the First Substitute with two sound signals. The warning signal for the new start for the recalled Division shall be made one minute after the First Substitute is removed (one sound) and the starts for any succeeding Division (s) shall follow the new start.

## 11. STARTING PENALTIES

### 11.1 The "I" Flag Rule (Rule 30.1 refers)

When an "I" flag is displayed, and any part of a boat's hull, crew or equipment is on the course side of the starting line or one of its extensions **during the last minute** before her starting signal, she shall thereafter sail from the course side across an extension to the pre-start side before starting.

### 11.2 The "Z" Flag Rule (Rule 30.2 refers)

If a "Z" flag is displayed, no part of a boat's hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first *mark during the last minute* before her starting signal. If a boat breaks this rule and is identified she shall receive, without a hearing, a 20% Scoring Penalty calculated as stated in rule 44.3(c). She shall be penalized even if the race is restarted or re-sailed, but not if it is *postponed or abandoned* before the starting signal. If she is similarly identified during a subsequent attempt to start the same race, she shall receive an additional 20% Scoring Penalty.

## 12. SHORTENING OR ABANDONING AFTER THE START

12.1 After the starting signal, the Officer of the Day may shorten the course by displaying Flag "S" and the relevant Numeral Pennant (s) with two sound signals or *abandon* the race by displaying Flag N, N over H or N over A and the relevant Numeral Pennant (s) with three sound signals as appropriate:

- because of an error in the starting procedure;
- because of foul weather;
- because of insufficient wind making it unlikely that any boat will *finish* in the time limit;
- because a *mark* is missing or out of position;
- for any other reason directly affecting the safety or fairness of the competition.

12.2 However, after one boat has sailed the course and *finished* within the time limit, the Officer of the Day shall not *abandon* the race without considering the consequences for all boats in the race or series.

12.3 If the Officer of the Day signals a shortened course, notice will be drawn to the displaying of Flag "S" and the relevant Divisional Numeral Pennant on the committee boat at or near or on a rounding mark. The shortened course signal accompanied by two sound signals shall be made as the leading boat in the relevant Division approaches the mark to be rounded. Boats in the relevant Division shall round this mark on the required side and proceed directly to the finishing line. If no Divisional Numeral Pennant is displayed, all Divisions shall shorten course. **(This changes Rule 32.2).**

### 13. TIME LIMIT

- 13.1 In each Division all boats must finish within one (1) hour of the finishing time of the first yacht to finish in that Division. The first yacht in each Division must finish within two (2) hours of its starting signal. ***(This changes Rule 35).***
- 13.2 The Officer of the Day may extend the time limit by not more than 30 minutes to enable a fair result. If the leading boat in a Division fails to finish within the extended time limit, the race for that Division will be abandoned.
- 13.3 If the first boat in a Division finishes within the time limit, any other boat in that Division that fails to finish within the time limit, or such extended time limit, will be recorded as “Did Not Finish”. ***(This changes Rule 35).***

### 14. SAILING THE COURSE

- 14.1 A boat shall *start*, sail the course, described in these sailing instructions and *finish*. While doing so, she may leave on either side a *mark* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely. (Rule 28.1)
- 14.2 A string representing a boat’s track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut;
- pass each *mark* on the required side and in the correct order;
  - pass each rounding mark, and;
  - pass, where applicable, between the *marks* of a gate from the direction of the previous *mark*.

She may correct any errors to comply with Rule 28, provided she has not *finished*.

- 14.3 The normal finishing line is an imaginary line from the Control Tower on the shore to the designated start / finish mark. A boat finishes when any part of her hull, or crew or equipment in the normal position, involves sailing from the last mark of the course and sailing through the finishing line.
- 14.4 A boat does not have to cross the line completely, and is still racing until it has cleared the finishing line and finishing marks and having cleared the line shall not interfere with boats that are still racing.

### 15. DECLARATIONS

All competitors must sign the sign off sheet (s) within 15 minutes of finishing in its Division, or upon withdrawing from the race. The act of signing off will be taken as a declaration that the Sailing Instructions have been complied with. The crew withdrawing must indicate on the sign off sheet (s) DNS “Did Not Start” or DNF “Did Not Finish after his / her signature. This acts as a safety check.

## 16. PENALTIES AT TIME OF INCIDENT

A boat may take a Two-Turns Penalty when she may have broken one or more rules of Part 2 of the Racing Rules of Sailing, in an incident *while racing*. She may take a One -Turn penalty when she may have broken Rule 31. After getting well clear of other boats as soon after the incident as possible, a boat shall take a One-Turn or Two-Turns Penalty by promptly making the required number of turns in the same direction, each turn including one tack and one gybe. When a boat takes a penalty at or near the finishing line, it shall sail completely to the course side of the line before *finishing*.

## 17. PROTESTS

17.1 Protests must be lodged in writing on the prescribed Protest Form with the Officer of the Day within **one hour** of the finishing time of the last boat of the relevant Division. No fee applies. Protests must be lodged in accordance with the provisions of Part 5 of the Rules.

17.2 Parties to the protest shall make themselves available for a hearing on the day of the incident. Unless an acceptable reason for non – attendance is submitted, the hearing will proceed in *absentia*.

## 18. RACE SERIES SCORES

18.1 The Low Points Scoring System, Appendix A Clause A4.1 of the Rules will be used for all Club series races and regattas, as follows:

<i>Finishing Place</i>	<i>Points</i>
First	1
Second	2
Third	3
Fourth	4
Fifth	5
Sixth	6
Seventh	7
Each place thereafter	Add 1 point

18.2 *Penalty Points* will be determined, as follows:

- A boat that came to the starting area, but did not *start*, did not *finish*, retired after *finishing* or was *disqualified*. Number of boats in that boat's Division that came to the starting area + 1. **(Rule A9)**
- A boat that did not come to the starting area. Number of boats entered in the Series +1. **(Rule A9)**
- A boat that does not *finish* and *fails to sign off*. Number of boats in that boat's Division that came to the starting area +2. **(This changes Rule A9)**
- A boat that does *finish* and *fails to sign off*. Finishing Place +2. **(This changes Rule A9)**

## **RACE SERIES SCORES (CONT'D)**

- A boat disqualified after protest. Rule 90.3 (b).
- 18.3 The number of races actually conducted in a series will determine the number of races that will be counted for the final result, as follows:
- For eight or more races completed, two races will be discarded;
  - For five to seven races completed, one race will be discarded;
  - For three or four races completed all races will count.
- 18.4 At least three races must be completed to constitute a series.
- 18.5 The lowest total points score wins. The points for Race Ties and Series Score Ties will be determined in accordance with Rules A7 and A8.1 and A8.2 respectively.
- 18.6 Pennants may be awarded to visiting yachts, but visitors' performances shall be disregarded for the purposes of determining a Club race series placing and points, except the Club's Winter Race Series.

The following additional clauses shall also apply to Race Series Scores:

- 18.7 The Officer of the Day and Duty Crew for a series race shall receive average points across races sailed in a series where duty is completed and recorded. There shall be a limit of two such claims per series unless otherwise approved by the Club.
- 18.8 A boat competing in a designated class association or Yachting Australia / Yachting Victoria events (same class) on the same day as a Club series race may, within one week of the event concerned, claim average points across races sailed in the Club series. Only one such claim per series is allowed.

## **19. HANDICAPPING**

- 19.1 Handicapping will be carried out under Yachting Victoria's Yardstick System
- 19.2 A boat racing for the first time will be placed on the Yachting Victoria Yardstick of its applicable class of boat. This applies to new members and existing members racing a different class of boat.
- 19.3 Handicapping will be the average of three handicaps in the last five handicap races, dropping highest and lowest. At the beginning of the season the results from handicaps gained in the previous season will be included for calculation.
- 19.4 Any boat not starting in four consecutive handicap races will lose its personal handicap and revert to the yardstick of its particular class of boat.
- 19.5 Some classes of boats may be sailing well below the Yachting Victoria Yardsticks. This is mainly due to the relatively flat conditions on the Lysterfield Lake. The Yachting Victoria yardsticks are largely calculated under Port Phillip Bay conditions and to overcome any class of boat having an unfair advantage or disadvantage, the Club Committee may consider / approve the adjustment of the Yachting Victoria yardstick of a particular class of boat.



## 20. ELIGIBILITY FOR TROPHIES

- 20.1 The number of trophies awarded in a race series will be dependent upon the number of competing entrants in that race series. Where the number of entrants is from one to three boats, only a first place trophy will be awarded. Where the number of entrants is four to five boats, first and second trophies will be awarded. For six or more entrants in a race series, first, second and third place trophies will be awarded.
- 20.2. These limitations will apply to all race series sailed and to all Divisions, except Division 4, where trophies will be awarded to first, second and third places as appropriate, regardless of the number of entrants competing.

For the purpose of this Sailing Instruction the “Number of Entrants” shall mean the total number of different crews that competed during the race series.

*If there are no entrants in one third or more of the races in a series for a Division, no race series trophies will be awarded for that Division.*

## 21. SAFETY

- 21.1 The safety of a boat and her crew is the sole and inescapable responsibility of the owner and the person in charge who must do their best to ensure that the boat is structurally sound, thoroughly seaworthy and manned by an experienced crew who are physically fit to face the expected conditions. The owner and the person in charge must be satisfied as to the soundness of the hull, spars, rigging sails and all gear. The owner and the person in charge must ensure that all safety equipment is properly stowed and that the crew knows how to use it.
- 21.2 Neither the establishment of the Yachting Australia, Special Regulations, Part 2 for “Off the Beach Boats” their use in approved Club events, nor the inspection of a boat under these Regulations in any way limits or reduces the complete and unlimited responsibility of the owner and the person in charge.

## 22. DUTY OF CARE

Notwithstanding the provisions of Fundamental Rule 4 “Decision to Race” that states **“The responsibility for a boat’s decision to race or to continue racing is hers alone”** the Lysterfield Sailing Club Inc will however, owe a Duty of Care to participants in races and associated activities where there is a reasonable foreseeable risk of harm or injury to participants as a result of the actions of the Club and its Officials.

In exercising this Duty of Care, the law requires the Club and its Officials to take reasonable steps to reduce the likelihood of injury to participants as a result of those risks that are reasonably foreseeable.

### 23. AMENDMENTS TO SAILING INSTRUCTIONS

Amendments may be issued from time to time during the currency of these Sailing Instructions and should be recorded, as follows:

Date	Amendment No	Brief Description of Amendment