

SAILING INSTRUCTIONS

2022 Perth Youth Cup - State (PYCS)

• Thursday 10th – Friday 11th February • Hosted by Royal Freshwater Bay Yacht Club



ABBREVIATIONS

PC – Protest Committee	NA – National Authority	RFBYC – Royal Freshwater Bay Yacht Club
RC – Race Committee	RRS – Racing Rules of Sailing	NoR – Notice of Race
OA – Organising Committee	SI – Sailing Instructions	SRS – Swan River Sailing

1. RULES

- 1.1. The event will be governed by;
 - 1.1.1. The 'rules' as defined in the RRS, including Appendix C.
 - 1.1.2. The rules for Handling of Boats (SI Appendix C), including any practice sailing and sponsors races.
 - 1.1.3. Any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2. Boats may be required to race with observers on board. Observers will be weight equalised by fixing weights near the stern. Observers will not take part in sailing the boat or communicate with the crew while racing.
- 1.3. When the umpires proceed under RRS C8.6 they will follow the guidance in SI Appendix E.

2. SAFETY

- 2.1. All Race Officials, Volunteers, Maintenance, Coaches, Guests, and Participants must be members of an affiliated Australian Sailing or Yachting Western Australia, club.
- 2.2. All yachts provided by Swan River Sailing comply with Australian Sailing Special Regulation Part 1, Category 6.
- 2.3. All Race Officials, Volunteers, Maintenance, Coaches, Media, Guests, and Participants that are afloat during the regatta are requested to be vigilant on the designated VHF radio channel and encouraged to wear a PFD. Skippers of powerboats are reminded to wear a kill cord.
- 2.4. Flag Y displayed ashore or on the RC start vessel at least 5 minutes before the attention signal indicates all skippers and crew shall wear a PFD. At all other times PFD's are encouraged.

3. ENTRIES AND ELIGIBILITY

- 3.1. Only skippers invited by the OA are eligible for the event. The skippers list will be published at the first briefing.
- 3.2. To remain eligible, the entire crew shall complete registration, pay an entry fee of AUD\$900 and deposit of AUD\$2,000 for damage and complete crew weighing in at Royal Freshwater Bay Yacht Club, 0700 and 0745 on Thursday 10th February.
- 3.3. The damage deposit is the limit of liability of each skipper for each incident. In the event that a deduction is made from the deposit, the skipper shall be required to restore the deposit to the original value to maintain eligibility.
- 3.4. Team members shall not have reached their 25th birthday prior to and including, 1st May 2022 as per the NoR 8.2.
- 3.5. Each skipper is responsible for any damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 3.6. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 3.7. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 3.8. When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment. The substitute crew member shall comply with SI 8.2 and 8.3.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1. Notices to competitors will be posted on the official notice board.
- 4.2. Signals made ashore will be displayed from the flag mast located at RFBYC.
- 4.3. Skippers or a representative of each team shall attend the daily morning briefing followed by a daily meeting with the umpires.
- 4.4. Skippers will be issued with VHF radios. These radios shall be used to make and receive communications from the RC, officials, or Media vessel and to report damage. Failure to receive information from the RC will not be grounds for redress. This changes RRS 62.1(a).

5. AMENDMENTS TO THE SAILING INSTRUCTIONS

- 5.1. Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected.
- 5.2. Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed.
- 5.3. Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.






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6. BOATS AND SAILS

- 6.1. The event will be sailed in Foundation 36 boats provided by SRS.
- 6.2. The mainsail, jib, genoa and spinnaker will be allocated by the OA and shall remain on each boat for the duration of the event.
- 6.3. Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.
- 6.4. The sail combination to be used will be signalled from the RC vessel at least 5 minutes before the attention signal. No sound signal is required. The signals shall have the following meanings:

Signal	Flag	Sail Combination to be used
None		Genoa + full mainsail + spinnaker
Flag J		Jib + full mainsail + spinnaker
Flag R		Jib + reefed mainsail + spinnaker
Flag Z		Jib + reefed mainsail + no spinnaker

- 6.5. Other restrictions or instructions from the RC may be relayed to the boats by VHF radio or verbally by an umpire. Flag 3rd substitute is not required.
- 6.6. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 6.7. The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

7. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 7.1. Boats will be identified by numbers on the bow and stern.
- 7.2. The mainsail may display the skippers name as provided by the OA. A breach of this rule is not open to protest by boats. This changes RRS 60.1.
- 7.3. Boats will be allocated for Stage 1 by the OA.
- 7.4. Boats will be paired by the OA for the knock-out series. This may be done to satisfy sponsor commitments and shall not be grounds for redress. This amends RRS 62.1.

8. CREW MEMBERS, NUMBER AND WEIGHT

- 8.1. The total number of crew, including skipper, shall be 5 or 6 (5, 6 or 7 for all female crews), excluding persons placed on board by the RC.
- 8.2. The total weight of the crew, including the skipper, dressed in at least shorts and shirt shall not exceed 437.5 kg (476 kg for all female crews), determined at the time of registration or such time as required by the RC.
- 8.3. All registered crew shall sail all matches unless permission for change is given under SI 3.7 or 3.8.
- 8.4. The OA at its discretion may place competitors on teams outside of compliance with SI 7.

9. EVENT FORMAT AND STARTING SCHEDULES

- 9.1. The competitor list and match pairings will be issued at the briefing.
- 9.2. The event format is itemised in appendix B. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 9.3. Knock out series
 - 9.3.1. In a knock-out series between two skippers, they shall alternate assigned ends for each match.
 - 9.3.2. In each knock-out series, the higher placed skipper shall have the starboard entry for the first match.
 - 9.3.3. When a knock-out series between two skippers has been decided, further matches between these two will not be sailed.
 - 9.3.4. Teams will NOT exchange boats during a knock-out series.
 - 9.3.5. When, in a knock-out series, a winner of a particular series has been determined, subsequent starts shall be brought forward to eliminate blank starts. Competitors will be advised by VHF radio or verbally by an umpire or OA.
- 9.4. The latest time for an attention signal on the final day will be approximately 1900.
- 9.5. The number of matches to be sailed each day will be determined by the RC, with each flight started as soon as practicable.
- 9.6. The RC may change the format, terminate any stage or the event when, in its opinion, it is impractical to attempt to hold the remainder of the matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 9.7. The intended time of the first attention signal each day will be 0900.
- 9.8. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. The warning signal for a blank start will be a pink flag and there will be no other signals for the blank start.



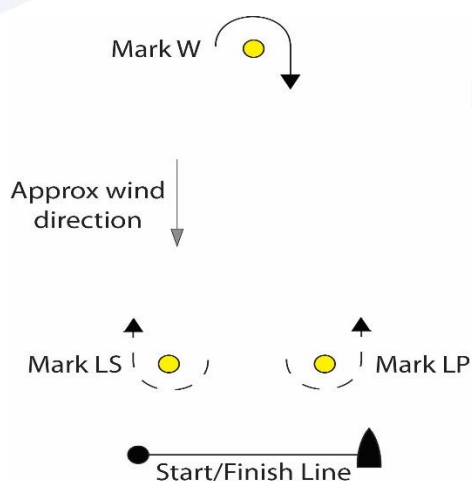
10. RACING AREA

10.1. The racing area will be Freshwater Bay located in front of the RBYC on the Swan River, Perth.



11. COURSE

11.1.1. Course Configuration C 1, C 2 (not to scale)



11.1.2. **Course signals and courses to be sailed**

Course signals will be displayed from the RC vessel at or before the warning signal.

Signal	Course
C 1	Start – W – Finish
C 2	Start – W – LS or LP – W – Finish

11.1.3. **Descriptions of Marks**



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- +61 8 9386 9488
- INFO@SWANRIVERSAILING.COM
- WWW.SWANRIVERSAILING.COM
- @SWANRIVERSAILING
- @SWANRIVERSAILING

The RC vessel (Tam Thompson) will be identified by a RFBYC burgee.

The starting/finishing line mark will be a Mark Set Bot.

Mark W, LS and LP's will be Mark Set Bots.

11.2. Starting/Finishing Line

- 11.2.1. The starting and finishing lines will be a straight line between the course side of the starting and finishing mark (a Mark Set Bot) and the flag mast on the RC vessel displaying an orange flag. Yachts are permitted to sail through the Starting/Finishing line.

11.3. Course Limits

- 11.3.1. While racing, no part of a boat's hull shall sail inside the imaginary straight lines connecting the ends of the marina jetties or the navigation posts that identify Karrakatta Bank, or across the imaginary straight lines connecting West Point Walter Spit to North Point Walter Spit to North Point Walter Buoy.
- 11.3.2. These imaginary lines and areas shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- 11.3.3. There is no penalty for touching these buoys or objects defining these areas.
- 11.3.4. A breach of this sailing instruction is not open to protests by boats but is subject to action by the umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

11.4. Abandonment

- 11.4.1. RRS 32 is deleted and replaced with: "After the starting signal the RC may abandon or shorten any match for any reason".
- 11.4.2. Abandonment of a match that has started will be signalled by VHF radio or the via the match umpires. This alters Race Signals.

12. BREAKDOWN AND TIME FOR REPAIRS

- 12.1. Before the attention signal of a flight or within two minutes of finishing or within 5 minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible close to the leeward side of the RC vessel and remain there, unless otherwise directed.
- 12.2. The time allowed for repairs shall be at the sole discretion of the RC.
- 12.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 12.1.
- 12.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.1.

13. STARTING PROCEDURE

- 13.1. The match number will be displayed on the RC vessel using a numeral pennant.
- 13.2. The Flight number will be displayed on a board located on the RC vessel.

14. CHANGE OF THE COURSE ORIENTATION or LENGTH

- 14.1. Changes to the course orientation are permitted within the race without notification or warning.

15. COACH BOATS

- 15.1. Coach boats shall conspicuously display identification of the team being coached.
- 15.2. Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the PC to the associated skipper or team.

16. MEDIA, IMAGES AND SOUND

- 16.1. If required by the OA, guests or media personnel and equipment (or dummies) supplied by the OA shall be carried on board while racing.
- 16.2. The OA shall have the right to use any images and sound recorded during the event free of any charge.

17. PRIZES

- 17.1. The principal prize for first place will be a Swan River Sailing half model which shall be returned to Swan River Sailing within 11 months of the conclusion of the event.
- 17.2. The highest-ranked eligible winner will also receive an invitation to compete at Royal New Zealand Yacht Squadron's "Harken Youth International Match Racing Cup" 18-22 May 2022.
- 17.3. WA Tour prize money is \$2,000 for 1st, \$1,000 for 2nd and \$500 for 3rd.
- 17.4. The OA may reduce WA Tour prize money in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.



17.5. This event will form part of the WA Tour.

18. CODE OF CONDUCT

- 18.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute. See SI 18.5.
- 18.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.
- 18.3. Competitors provided with accommodation shall comply with all guidelines and regulations for the respective establishments.
- 18.4. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
 - 18.4.1. Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - 18.4.2. Repetitive or on-going objection to an umpire decision (verbal or otherwise)
 - 18.4.3. Abuse of umpires before or after a decision (See also MR Call M4).
- 18.5. Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the reduction or withdrawal of any prizes or the withholding of deposits.
- 18.6. Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.
- 18.7. Any cost associated to damage or loss ashore may be deducted from the team's damage deposit by decision of the OA.

19. DISCLAIMER

- 19.1. All those taking part in this event do so at their own risk and responsibility. The OA, Swan River Sailing and other associated sponsors disclaims any and every responsibility for loss, damage, injury or inconvenience that might occur to persons and things both ashore and at sea, as a consequence of participation in any way in this event. Specific attention is drawn to RRS Part 1, Fundamental Rules, in particular the RRS 3, which states that "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone".

APPENDIX A - ELIGIBLE SKIPPERS & PAIRING LISTS

Will be distributed at the briefing

APPENDIX B - EVENT FORMAT

1. **STAGE 1 – ROUND ROBINS**
 - a. All skippers will sail round robins - each is scheduled to sail each other four times.
 - b. The 4th placed skipper will be eliminated.
 - c. The 2nd and 3rd placed skippers will proceed to stage 2.
 - d. The highest placed skipper shall qualify for Stage 3.
2. **STAGE 2 – SEMI FINAL KNOCKOUT**
 - a. The 2nd placed skipper from Stage 1 shall race the 3rd placed skipper from Stage 1.
 - b. The first skippers to score two points shall proceed to Stage 3. The other will be placed 3rd for the regatta.
3. **STAGE 3 – FINAL KNOCKOUT**
 - a. The first skipper to score three points shall be awarded first place, the other second place.



APPENDIX C - HANDLING BOATS**1 GENERAL**

While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This alters RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- 2.3 Replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or on race days, prior to one sound signal being made by the RC or while "AP" is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline.
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting tensions to battens in the mainsail.
- 2.12 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.13 Using a winch to adjust the mainsheet, backstay or vang.
- 2.14 Altering the number of falls on the mainsail.
- 2.15 Marking or writing directly on the deck or hull with permanent pens.
- 2.16 Attaching masking tape to hull or rigging (electrical, gaffer or duct tape is permitted).
- 2.17 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.18 Cleating genoa or mainsail halyards using either of the cabin top camcleats.
- 2.19 The use of electronic instruments (including portable radios and telephones) other than watches and VHF radios to the extent permitted in SI 3.6.
- 2.20 Removing the boom topping lift.
- 2.21 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet as it exits the block on the cockpit floor and the vang.
- 2.22 Using the windward jib/genoa sheet as a barber hauler.
- 2.23 Using a winch handle for the purpose of hiking.
- 2.24 Using cable ties to secure the jib sheet to the headsail.
- 2.25 Securing the outhaul to the reefing cringle.
- 2.26 Tying tweakers to the winch handle pockets.
- 2.27 No crew member shall climb the mast without an approved bosun's chair.
- 2.28 A breach of C2.21, 2.22 and 2.23 is not open to protest by boats but may be subject to action by the umpires in accordance with C8.2. This amends RRS C6.2 and C8.2.

3 PERMITTED ITEMS and ACTIONS

- 3.1 Taking on board and making appropriate use of the following: basic hand tools, adhesive tape, line (elastic or otherwise of 4 mm diameter or less), marking pens, tell-tale material, hand held compasses, watches, timers and small personal video devices such as GoPro, shackles and clevice pins, velcro tape, bosun's chair, spare flags and PFD's
- 3.2 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

4 MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- 4.1 Any request to alter, in any way, the equipment on a boat shall be directed in writing to the RC and worded to permit a yes/no answer.
- 4.2 Compliance with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.



APPENDIX D - EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

1. SAILS AND SAILING EQUIPMENT

Mainsail and set of battens, Genoa, Jib, Spinnaker, Sail bags and boom cover, Two locking winch handles, Two genoa cars, One spinnaker pole, Two jib sheets, Two spinnaker sheets, Two tweakers, Tiller extension, Front hatch spinnaker protector, Match race flags and VHF Radio.

2. SAFETY EQUIPMENT

One horseshoe life buoy, One life ring with 27.5m of float rope and light, twelve life jackets and whistles, two red metal buckets with lanyard and sponge, One torch, Two manual bilge pumps with hoses and pump handles, Life lines and Stanchions stored below, Other safety items required by regulation including flares and first aid kit. (Note: it is the responsibility of the skipper to ensure that a knife and the correct quantity of water is carried on board), Two fenders and One boat hook

APPENDIX E – PENALTIES FOR DAMAGE**RESULTING FROM CONTACT BETWEEN BOATS RACING**

Appendix C6.6 and C8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reason to do so, it may apply a different penalty.

Damage will be divided into 3 levels.

Level	Extent	Effect
Level A – Minor Damage	Does not significantly affect the value, cosmetic appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B – Damage	Affects the value and/or cosmetic appearance of the boat.	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C – Serious Damage	The normal operation of the boat is compromised in that its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of labour.

Point Penalties - to be applied without a hearing (as per Appendix C8.6);

Level	Round Robin	Knock Outs
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing after a points penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposit

The assessment of damage level is only for the purpose of points penalties, and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be assessed on the assessment of damage level made on the water. Subsequent assessments of damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water. Monetary deductions are assessed separately after closer inspection by the OA 'boat person', and all damage costs are deducted from damage deposits irrespective of any penalty (or none) imposed under this system.

