



SAILING INSTRUCTIONS

2023 Colin Mullins Youth Regatta

Sunday, 29 January 2023 • Hosted by the Royal Perth Yacht Club

ABBREVIATIONS

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

1. ORGANISING AUTHORITY

- 1.1 The Organising Authority (OA) is Royal Perth Yacht Club in conjunction with Swan River Sailing.

2. RULES

- 2.1 The event will be governed by;
- 2.1.1 the 'rules' as defined in the RRS, including Appendix C.
 - 2.1.2 the rules for Handling of Boats (SI Appendix C). Class rules will not apply.
 - 2.1.3 any prescriptions of the NA that will apply will be posted on the official notice board.
- 2.2 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Appendix E.

3. SAFETY

- 3.1 All yachts provided by Swan River Sailing comply with Australian Sailing Special Regulation Part 1, Category 6.
- 3.2 All Race Officials, Volunteers, Maintenance, Coaches, Media, Guests, and Participants that operate a power boat during the regatta are reminded to wear a kill cord and be vigilant on the designated VHF radio channel.
- 3.3 Flag Y displayed ashore or on the RC start vessel at least 5 minutes before the attention signal indicates all Race Officials, Volunteers, Maintenance, Coaches, Media, Guests and Participants shall wear a PFD. At all other times, PFDs are encouraged.

4. ELIGIBILITY AND ENTRIES

- 4.1 This event is open to all teams that comply with NoR 4.3 and 4.4.
- 4.2 To remain eligible, the entire crew shall complete registration, pay an entry fee of AUD\$500 and a damage deposit of AUD\$1,000, and complete crew weigh in at the SRS Office at RPYC between 0900 and 1000.
- 4.3 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 may be required to restore the deposit to its original value to maintain eligibility.
- 4.4 Each skipper is responsible for any damage or loss to their boat unless the responsibility is otherwise assigned by the umpires or PC.
- 4.5 After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 4.6 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 4.7 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

5. COMMUNICATIONS WITH COMPETITORS

- 5.1 Notices to competitors will be posted on the official notice board located in the Swan River Sailing Office.
- 5.2 Signals made ashore will be displayed from the flag mast in front of the RPYC clubhouse.
- 5.3 Skippers shall attend a briefing at 1100 in the Catalina Bar area.
- 5.4 The first meeting with the umpires will be immediately following the briefing.
- 5.5 Skippers will be issued with VHF radios. These radios shall be used only to make and receive communications from the RC or to report any damage. Failure to receive information from the RC will not be grounds for redress. This changes RRS 62.1(a).







6. AMENDMENTS TO THE SAILING INSTRUCTIONS

- 6.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC and PC representatives.
- 6.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 6.3 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.

7. BOATS AND SAILS

- 7.1 The event will be sailed in Foundation 36 boats provided by SRS.
- 7.2 The mainsail, No1, No2, No3 and spinnaker to be used will be allocated by the OA and shall remain on each boat for the duration of the event. Sails may be substituted by the OA in the event of damage, loss, or for any other reason that the OA may deem appropriate.
- 7.3 The sail combination to be used will be signalled from the RC start 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		No 1+ full mainsail + spinnaker
Flag 1		No 2 + full mainsail + spinnaker
Flag 2		No 3 + full mainsail + spinnaker
Flag 3		No 3 + reefed mainsail + spinnaker
Flag 4		No 3 + reefed mainsail + no spinnaker

- 7.4 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.
- 7.5 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.
- 7.6 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.

8. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 8.1 Boats will be identified by numbers on the bow and stern.
- 8.2 Boats will be allocated for Stage 1 by the RC.
- 8.3 For the knock-out series, the RC will select the boats to be used. The selection of boats shall not be grounds for redress. This changes RRS 62.1.

9. CREW MEMBERS, NUMBER AND WEIGHT

- 9.1 As per NoR 8.

10. EVENT FORMAT AND STARTING SCHEDULES

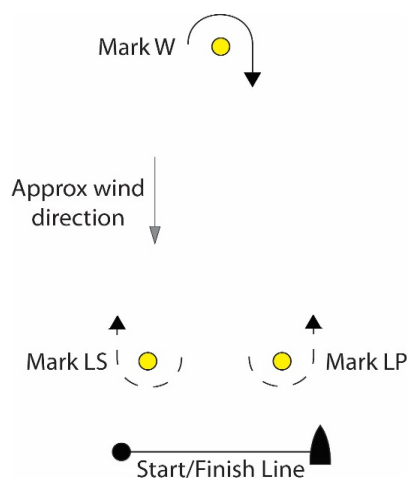
- 10.1 The event format is detailed in SI Appendix B.
- 10.2 The competitor list, pairings and boat allocation will be issued at the briefing.
- 10.3 In a knock-out series between two skippers:
- 10.3.1 The higher-placed skipper from Stage 1 shall have the starboard entry for the first match. They shall thereafter alternate assigned ends.
 - 10.3.2 When a knock-out series between two skippers has been decided, further matches between these two will not be sailed.
 - 10.3.3 Teams will NOT exchange boats during a knock-out series.
- 10.4 The intended time of the first attention signal is 1200 with the latest time for a warning signal approximately 1900.
- 10.5 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.
- 10.6 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.
- 10.7 When, in a knockout 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.

11. RACING AREA

- 11.1 The racing area will be Matilda Bay on the Swan River in front of RPYC.

12. COURSE

- 12.1 (a) **Course Configuration C 1, C 2 (not to scale).**



- (b) **Course signals and courses to be sailed**

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

Signal	Course
C1	Start – W – Finish
C2	Start – W – LS or LP – W – Finish

- (c) **Descriptions of Marks**

The RC vessel (ORPYC) will be identified by an orange flag.

The starting/finishing line mark will be a yellow mark or other specified at the briefing.

Marks W, LS and LP will be inflatable marks. The mark colours will be advised at the briefing.

12.2 Starting/Finishing Line

The starting and finishing lines will be a straight line between the course side of the starting and finishing marks and the flag mast on the RC vessel displaying an orange flag. Boats are permitted to sail through the Starting/Finishing line.

12.3 Course Limits

- 12.3.1 While racing, no part of a boat's hull shall sail inside the imaginary straight line between the ends of the marina jetties or the imaginary lines connecting Knot Spit, the green navigation buoy and Quarry Spit that identify Pelican Rocks or the imaginary line between the south cardinal marks that identify Crawley Baths.
- 12.3.2 These imaginary lines shall rank as obstructions and are the limit of safe pilotage for the purposes of Part 2 of the RRS.
- 12.3.3 There is no penalty for touching the posts or buoys defining these areas.
- 12.3.4 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.

12.4 Abandonment and Shortening

- 12.4.1 RRS 32 is deleted and replaced with: "After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical."
- 12.4.2 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.
- 12.4.3 Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters Race Signals.
- 12.4.4 The course may be shortened after the start whilst boats are in the general vicinity of Mark W. A shortened course will be signalled by a RC start vessel approaching the two boats concerned, displaying flag S and making a repetitive sound signal. Boats shall proceed to the finish at the starting/finishing line rounding Mark W if they have not already done so. This alters Race Signals 'S'.

13. BREAKDOWN AND TIME FOR REPAIRS

- 13.1 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 to the starboard side area of the RC start vessel and remain there unless otherwise directed.
- 13.2 The time allowed for repairs shall be at the sole discretion of the RC.
- 13.3 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 13.1.
- 13.4 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.

14. STARTING PROCEDURE

- 14.1 Within a flight, the match number will be displayed on a blackboard with yellow lettering positioned aft on the RC start vessel. The next flight number will be displayed on a blackboard with yellow numbers positioned on the cabin top of the RC start vessel.
- 14.2 Starting signals will be made in accordance with rule C3.1 except that the table of signals is changed to the following:

Time to the Start [Minutes]	Visual Signal	Sound Signal	Means
7	Number 7 displayed	One	Attention Signal
6	Number 6 displayed Number 7 removed	None	
5	Number 5 displayed Number 6 removed	One	Warning Signal
4	Number 4 displayed Number 5 removed	One	Preparatory Signal
3	Number 3 displayed Number 4 removed	None	
2	Number 2 displayed Number 3 removed Blue or yellow flag or both displayed*	One*	End of pre-start entry time
1	Number 1 displayed Number 2 removed	One	1 Minute
0	Number 1 removed	One	Starting Signal

* This signal will only be made if one or both boats fail to comply with rule C4.2. The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

15. CHANGE OF POSITION OF THE WINDWARD MARK

- 15.1 There will be no changes of course after the start of the first match of a flight except that a mark may be laid any time until the first boat of a flight rounds the previous mark or for the first windward mark, starts.

16. TIME LIMIT

- 16.1 A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored DNF. This changes RRS 35 and A5.

17. COACH BOATS

- 17.1 Coach boats shall conspicuously display identification of the team being coached. A coach boat is any boat that is under the direction or control of a person gathering information or giving material support for the benefit of particular competitors either on the water or off.
- 17.2 Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the Protest Committee to the appropriate skipper or team.

18. MEDIA, IMAGES AND SOUND

- 18.1 The OA shall have the right to use any images and sound recorded during the event free of any charge.

19. PRIZES

- 19.1 As per NoR 12.

20. CODE OF CONDUCT

- 20.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, and cooperation with event sponsors and shall not behave so as to bring the event into disrepute.
- 20.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 20.3 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:
- Excessive attempts to verbally coerce, coach or influence umpire decisions,
 - Repetitive or on-going objection to an umpire decision (verbal or otherwise),
 - Abuse of umpires before or after a decision (See also MR Call M4).

21. DISCLAIMER

- 21.1 All those taking part in this event do so at their own risk and responsibility. Swan River Sailing, the Warren Jones Foundation, the Royal Perth Yacht Club, their officials and volunteers and any other associated sponsor or guest 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. 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

Pairing Lists, Eligible skippers and Boat allocations will be issued at the briefing.

APPENDIX B – EVENT FORMAT

STAGE 1 – ROUND ROBIN

All skippers will sail a single round robin - each skipper sails each of the other skippers once.

The four highest-scoring skippers shall qualify for Stage 2.

STAGE 2 – SEMI FINALS

The highest placed skipper from Stage 1 shall select their opponent when requested to do so by the RC. The remaining two skippers shall race each other.

The first two skippers to score TWO points shall proceed to Stage 4. Their opponents shall proceed to Stage 3.

STAGE 3 – PETIT FINAL

The first skipper to score TWO points shall be awarded third place, the other fourth place.

STAGE 4 – FINAL

The first skipper to score TWO points shall be awarded first place, the other second place.

APPENDIX C - HANDLING BOATS

1. GENERAL

- 1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress.

2. PROHIBITED ITEMS and ACTIONS

Except in an emergency, 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 3.5.
- 2.20 Removing the boom topping lift.
- 2.21 Using cable ties to secure the jib sheet to the headsail.
- 2.22 Securing the outhaul to the reefing cringle.
- 2.23 Tying tweakers to the winch handle pockets.
- 2.24 No crew member shall climb the mast without an approved bosun's chair.
- 2.25 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.
- 2.26 Using the windward jib/genoa sheet as a barber hauler.
- 2.27 Using a winch handle for the purpose of hiking.
- 2.28 A breach of C2.25, 2.26 and 2.27 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

Taking on board and making appropriate use of the following:

- 3.1 Basic hand tools
- 3.2 Adhesive tape
- 3.3 Line (elastic or otherwise of 4 mm diameter or less)
- 3.4 Marking pens
- 3.5 Tell-tale material
- 3.6 Hand-held compasses, watches, timers, and small personal video devices such as GoPro
- 3.7 Spare flags
- 3.8 PFD's
- 3.9 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 The completion of a written damage report in case of any damage.
- 4.2 At the end of the day:
 - 4.2.1 Folding, bagging and placement of the sails as directed.
 - 4.2.2 Leaving the boat in the same state of cleanliness as when first boarded that day.
 - 4.2.3 Cleaning the boat (cabin and decks), removing all trash, tape and marks including sponsorship signage, if directed.
 - 4.2.4 Returning any damaged sails to the SRS Regatta Store.
- 4.3 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.

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 tweekers
- Tiller extension
- Front hatch spinnaker protector
- One blue flag
- One yellow flag
- One Y flag
- One red protest flag
- One VHF radio

2. SAFETY EQUIPMENT

- One horseshoe life buoy
- One life ring with 27.5m of float rope and light
- Fourteen life jackets and whistles
- Two red metal buckets with lanyard and sponge
- One torch
- Two manual bilge pumps with hoses and pump handles
- Lifelines 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)

3. MOORING EQUIPMENT

- Two fenders
- 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.

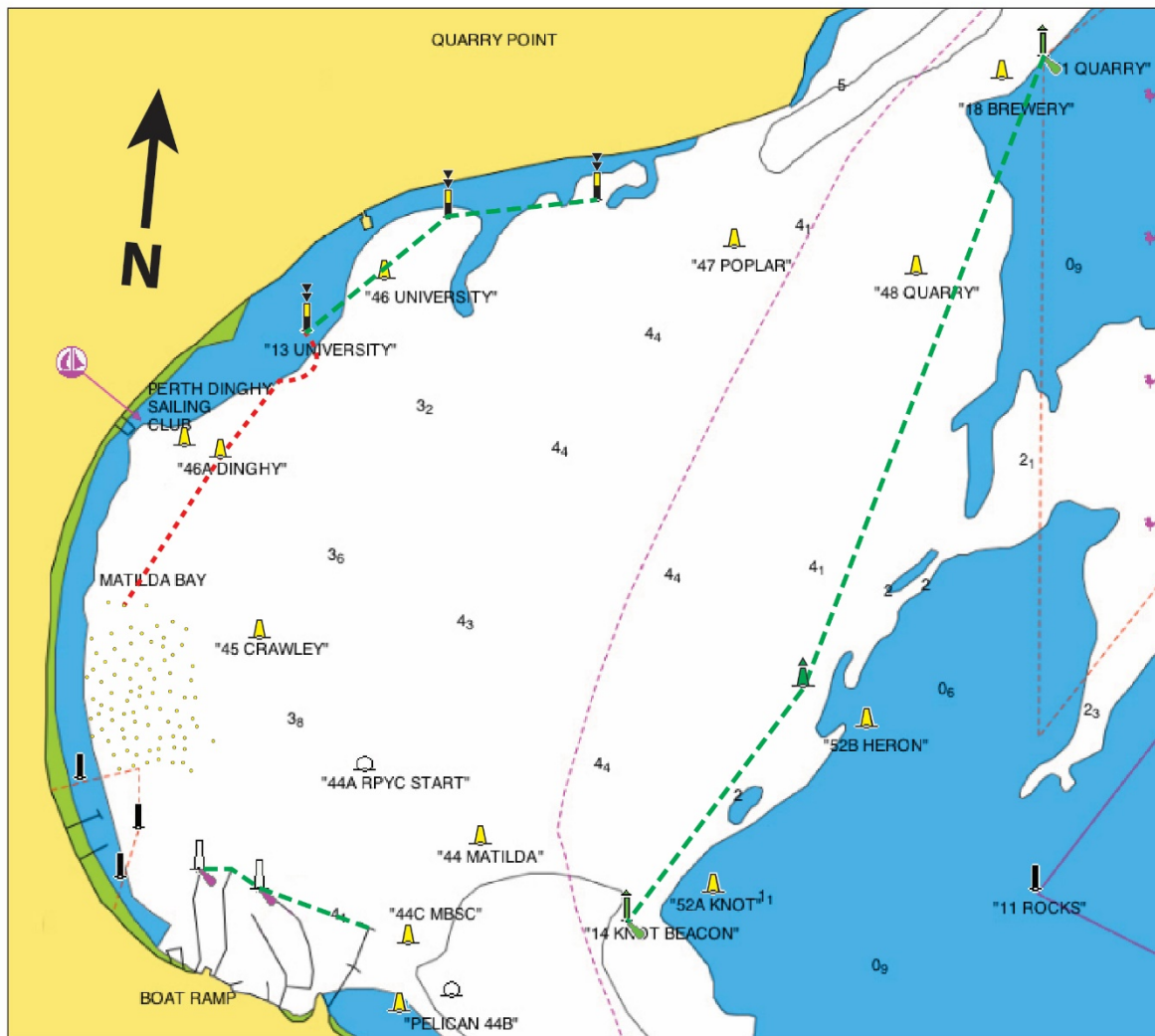
Deductions from Damage Deposit

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.

APPENDIX F – COURSE LIMITS



- Course Limits as defined in the Sailing Instructions. Prohibited to cross these lines.
- Recommended safe limit of navigable water. Cross these lines at your own risk.