



AUSTRALIAN INTERNATIONAL DRAGON CLASS

2009 AUSTRALIAN CHAMPIONSHIP

INCORPORATING THE
PRINCE PHILIP CUP
AND THE
TED ALBERT MEMORIAL REGATTA

4TH - 10TH JANUARY 2009

SAILING INSTRUCTIONS

ORGANISING

AUTHORITY:

ROYAL SYDNEY YACHT SQUADRON

ON BEHALF OF THE

INTERNATIONAL DRAGON ASSOCIATION OF NSW



1. RULES:

1.1 The regatta will be governed by:

- the ISAF Racing Rules of Sailing (RRS) 2009-2012,
- Yachting Australia's Special Regulations Part 2 (SR2),
- the 2008 International Dragon Class rules excluding rule 6.73,
- The Notice of Race (NR) and these Sailing Instructions (SI), where there is a conflict Sailing Instructions will apply

2. NOTICES TO COMPETITORS:

Notices to competitors will be posted on the official noticeboard located underneath the Careening Cove Room stairs at RSYS.

3. CHANGES TO SAILING INSTRUCTIONS:

Any change to these SI's will be posted on the official noticeboard before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.

4. SIGNALS MADE ASHORE:

4.1 Signals made ashore will be displayed on the flagpole on the front lawn of the RSYS clubhouse.

4.2 Flag AP with two sound signals (one when lowered) means: 'Race is postponed. The warning signal will be made not less than 45 minutes after AP is lowered.' This changes RRS: Race Signals.

4.3 Flags AP over 3rd Substitute with two sound signals (one when lowered) means: 'Race is postponed. Dragons shall not leave the shore. The warning signal will be made not less than 45 minutes after AP over 3rd Substitute is lowered.' This changes RRS: Race Signals.

5. SCHEDULE OF RACES:

5.1 Dates and Times of Events:

DAY - JANUARY 2009	EVENT	SCHEDULED TIME OF FIRST WARNING SIGNAL
Thursday 01	Registration & Measurement	1200 - 1700
Friday 02	Registration & Measurement	1200 - 1700
Saturday 03	Registration & Measurement	1200 - 1700
Sunday 04	Briefing for TA & PPC Regatta	0830
	Ted Albert Memorial Race 1 incorporating the Charles E. Davies Memorial Trophy	1100
	ASAP after R 1 Ted Albert Memorial Race 2 ASAP after R 2 Ted Albert Memorial Race 3	
Monday 05	Prince Philip Cup - Race 1. Jack Linacre Memorial Trophy	1300
Tuesday 06	Prince Philip Cup - Race 2	1100
Tuesday 06	Prince Philip Cup - Race 3	As soon as practicable after Race 2
Wednesday 07	Prince Philip Cup - Race 4	1300
Thursday 08	Prince Philip Cup - Race 5	1300
Friday 09	Prince Philip Cup - Race 6	1300
Saturday 10	Prince Philip Cup - Race 7	1300
Saturday 10	Gala Presentation Dinner - RSYS	1900

- 5.2 The race times given in SI 5.1 are the earliest times of the warning signal for the first race of that day. In normal circumstances, when there are 2 races in one day, they will be held back-to-back with no time for boats to return ashore until after the last race of the day.
- 5.3 The latest time for the warning signal for any race in these championships is 1600 hrs.
- 5.4 Resails will be scheduled at the discretion of the race committee. When races are to be conducted back-to-back, the warning signal for the second or subsequent races will be made as soon as possible after the previous race has been completed.

6. CLASS FLAG:

The class flag will be Code flag D

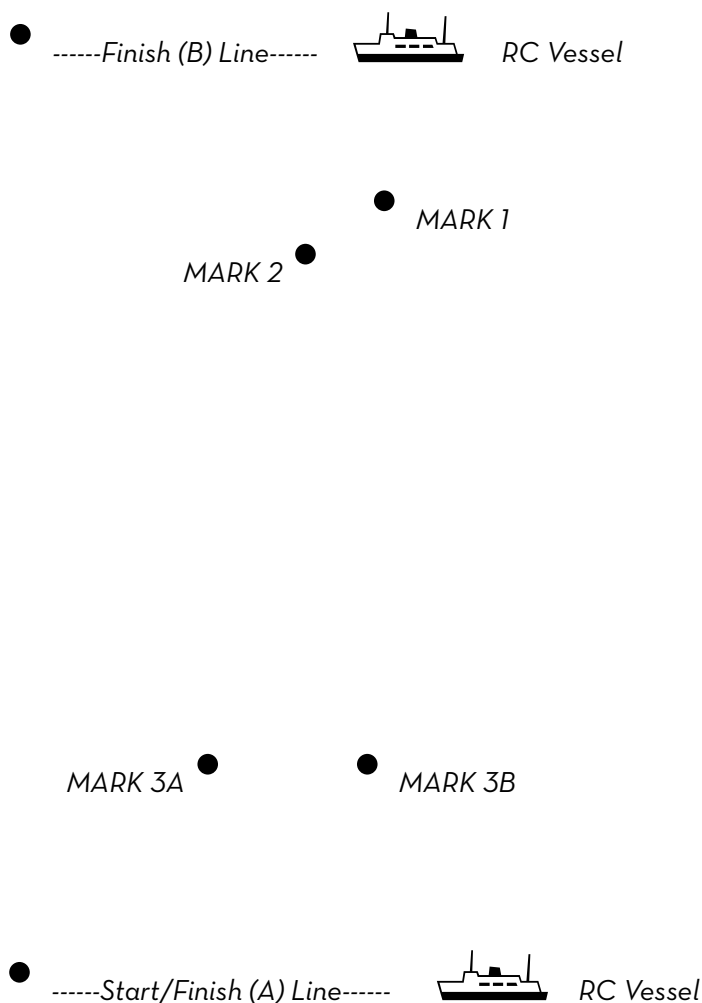
7. THE RACING AREA:

7.1 The racing will be conducted on the waters of Sydney harbour between Kirribilli Point and Manly Cove.

8. THE COURSES:

8.1 The diagram below shows the approximate course configuration. Mark 1 shall be to windward of Marks 3A/3B. Mark 2 shall be laid as a distance mark and it shall be approximately 50 metres from Mark 1. Marks 3A/3B shall be approximately 50 metres to windward of the Start/Finish(A) Line. The approximate magnetic compass bearing from the Start Line to Mark 1 shall be displayed from the Race Committee Vessel.

Please note: diagram not to scale



- 8.2 The Course descriptions are:
 One lap - indicated by Numeral Pennant 1
 START - 1 - 2 - 3A/3B - FINISH
 Two laps - indicated by Numeral Pennant 2
 START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - FINISH
 Three laps - indicated by Numeral Pennant 3
 START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - FINISH
 Four laps - indicated by Numeral Pennant 4
 START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - FINISH
 Five laps - indicated by Numeral Pennant 5
 START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - FINISH
 Six laps - indicated by Numeral Pennant 6
 START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - FINISH
- 8.3 FINISH Line. The position of the finish line will be indicated by a Code Flag displayed above the Numeral Pennant indicating the course. Code Flag "B" will indicate boats are to finish at Finish Line (B) (an upwind finish). Code Flag "A" will indicate boats are to finish at Finish Line (A) (a downwind finish).
- 8.4 Marks 3A/3B are a gate. When a boat passes through the gate it shall either leave Mark 3A to STARBOARD or Mark 3B to PORT. Marks 3A/3B shall be approximately 50 m to windward of the Start/Finish (A) Line
- 8.5 The course shall not be shortened in accordance with RRS 32 to less than one lap - boats must pass through the gate at least once for the race to count towards the series result.
- 9. MARKS:**
- 9.1 Course Marks:
 Marks 1, 2, 3A and 3B are yellow inflatables with the lettering RSYS.
- 9.2 New marks, as provided in instruction 11 will be a yellow inflatable with the lettering RSYS and a black band.
- 9.3 Start/finish mark will be a black and white chequered inflatable mark with the lettering RSYS.
- 10. THE START:**
- 10.1 Races will be started using RRS 26.
- 10.2 The starting line will be between a staff displaying an orange flag on the port side of the RCV at the starboard end and the course side of the start mark at the port end.
- 10.3 A boat which crosses the starting line more than 10 minutes after its starting signal shall be scored DNS (Did Not Start). This changes RRS A4 (Low Point and Bonus Systems).
- 11. CHANGE OF THE NEXT LEG OF THE COURSE:**
 The Race Committee may change the position of the next mark in accordance with RRS 33 subject to the following amendments.
- 11.1 When the next leg of the course is changed, the race committee will lay a new mark as described in clause 9.2 and remove the original mark(s) as soon as practicable.
- 11.2 In the event that the position of Mark 1 is changed, Marks 1 and 2 will be replaced by a new single Mark 1 and boats will round Mark 1 and proceed directly to Marks 3A/3B.
- 11.3 Any subsequent changes of course will revert to a single original mark.
- 12. THE FINISH:**
- 12.1 Finish Line (A) (Downwind). When viewed from the last mark the finishing line will be between a staff displaying an orange flag on the port side of the RCV at the port end and the course side of the finishing mark at the starboard end.
- 12.2 Finish Line (B) (Upwind). When viewed from the last mark the finishing line will be between a staff displaying an orange flag on the port side of the RCV at the starboard end and the course side of the finishing mark at the port end.
- 13. TIME LIMITS:**
- 13.1 The time limit for the first boat to sail the course and finish is 4 hours from the valid start except where there are two races in a day when the time limit for each race shall be 3 hours
- 13.2 The time limit for the first boat to round mark 1 for the first time is 75 minutes.
- 13.3 A boat that fails to finish within 20 minutes after the first boat sails the course and finishes will be scored DNF (Did Not Finish) This amends RRS 35 (Time Limit and Scores).

14. PROTESTS:

- 14.1 Protest forms will be available from the Sailing Office. Protests shall be delivered there within the protest time limit.
- 14.2 The protest time limit will be 90 minutes after the last boat has finished the last race of the day. This limit also applies to protests by the race committee and the jury and for requests for redress. This changes RRS 61.2 (Race Committee's Right to Protest) and RRS 62.3 (Protest Committee's Right to Protest).
- 14.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Unless otherwise stated in the protest notice, the jury will hear all protests at the RSYS clubhouse in order of receipt (where practical) and as soon as possible.
- 14.4 Protests involving measurement shall be accompanied by a \$100 deposit. The unsuccessful party, as determined by the jury, shall be responsible for paying all fees and expenses arising from the protest.
- 14.5 On the last day of the regatta, a request to reopen a hearing shall be delivered:
- within the protest time limit if the party requesting the reopening was informed of the decision on the previous day;
 - no later than 30 minutes after the party requesting reopening was informed of the decision on that day This amends RRS 66 (Informing the Parties and Others).
- 14.6 Decisions of the jury will be final as provided in RRS 70.4 and the associated YA prescription (No appeals subject to YA approval of the jury).

15. MEDIATION:

- 15.1 A mediation hearing may be conducted for protests lodged in accordance with RRS 61 (Protest Requirements) which allege an infringement of a rule of RRS Part 2 (When Boats Meet) or RRS Part 4 (Other Requirements When Racing). Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing. A mediation hearing shall not take longer than 15 minutes
- 15.2 The time and place of the mediation hearing will be decided by the mediator and such advice may be given verbally. One representative of each boat shall attend the mediation hearing and no witnesses shall be allowed. The mediator shall decide the manner in which testimony is given.
- 15.3 After taking testimony at a mediation hearing the mediator shall make one of the following conclusions:
- The protest does not comply with RRS 61 and the protestor may withdraw the protest.
 - The matter shall proceed to a protest hearing. This may be because rules other than RRS Part 2 or 4 are or may be involved, or because evidence is too complex or divergent to reach a reasonable and timely conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the mediator.
 - No rule was broken and the protestor may withdraw the protest.
 - A rule was broken by one or more of the boats involved, the infringing boat(s) may accept a 40% scoring penalty calculated in the manner specified in RRS 44.3(c) (Scoring Penalty). If so accepted by all parties, the protestor shall withdraw the protest.
- 15.4 A mediation hearing shall not be re-opened. No conclusion of a mediator shall be subject to appeal or be grounds for redress. This changes RRS 62.1(a) (Redress due to improper action by race officials), 66 (Reopening a Hearing), and 70.1 (Appealing a protest committee's actions).
- 15.5 Should a mediated protest proceed to a protest hearing, the mediator may be a member of the Protest Committee. Any evidence given by a mediator during a protest hearing shall be given only in the presence of the parties to the hearing.
- 15.6 In order to facilitate the mediation process, protestors are requested to remain in the vicinity of the Race Office from the moment when the protest is lodged until they are called by the mediator.

16. SCORING:

- 16.1 For the Ted Albert Series, the Low Point System of RRS Appendix A (Scoring) shall apply with all three races to count. A minimum of one race shall constitute a series.
A boat scoring DNF or RAF shall be awarded points equal to the number of starters plus one point. This modifies RRS Appendix A4.2 (Scoring DNS, DNF, RAF, DSQ).
- 16.2 For the Prince Philip Cup, the Bonus Points System of RRS Appendix A shall apply.
The series will consist of 7 races; a minimum of 5 races are required to constitute a series.
- (a) When 7 races have been completed within the time allotted for the Prince Philip Cup, a boat's series score will be the total of her best 6 race scores.
- (b) When only 6 races have been completed within the time allotted for the Prince Philip Cup, a

boat's series score will be the total of her best 5 race scores.

- (c) When only 5 races have been completed within the time allotted for the Prince Philip Cup, a boat's series score will be the total of her best 4 race scores.

17. SAFETY REGULATIONS AND EQUIPMENT:

17.1 A boat that retires from a race shall notify the Race Committee as soon as practicable.

18. EQUIPMENT MEASUREMENT AND REPLACEMENT:

18.1 Measurement checks of boats and sails will take place prior to the commencement of racing, according to stipulations of the Organising Authority

18.2 The Organising Authority reserves the right to conduct measurement checks before, during or after any race.

18.3 Boats shall present only previously measured sails for registration and measurement.

18.4 A maximum of 8 sails per boat may be submitted for measurement checks.

18.5 Boats shall use only sails registered for this regatta, except with prior written permission of the jury - and then only in exceptional circumstances.

19. MAXIMUM CREW WEIGHT:

The total weight of the crew of each boat shall not exceed 285 kilograms. Crews will be weighed as a part of the measurement and registration procedure in accordance with International Dragon Class Rule 13.30.

20. SUPPORT BOATS:

20.1 Team leaders, Coaches and other support personnel or boats will not approach closer than 100 metres from any boat racing from the Warning Signal until the last boat in that race has finished or the race has been postponed or abandoned, without the approval of the Race Committee.

20.2 Competitors shall have no communication with, and boats shall not be tied to, coach or support boats from the first Warning Signal of the race until the conclusion, postponement or abandonment of the race and until they have sailed well clear of the finish area.

20.3 Any breach of clause 21 may result in penalties being applied to any or all competitors serviced by that coach or support boat. The penalty may be disqualification or as the Protest Committee determines. In addition the coach or support boat may be barred from going afloat for a time period. (Addition to RRS 60.2)

21. RACE COMMITTEE AND JURY BOATS:

21.1 Jury boats will display a white flag bearing the letter "J" in black.

21.2 Actions by Jury boats shall not be grounds for redress. This amends RRS 60.1(b) (Request for redress) and RRS 62 (Redress).

22. Radio Communications:

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.

23. PRIZES:

23.1 Perpetual trophies will be awarded at the presentation dinner as follows:

- The Prince Philip Cup to the winner of the Australasian Championship;
- The Charles E. Davies Memorial Trophy to the winner of race 3 of the Ted Albert Invitation Series;
- The Jack Linacre Memorial Trophy to the winner of race 1 of the Prince Philip Cup;
- The Ted Albert Memorial Trophy to the winner of the three race invitation series;
- The Jack Ayres/Ediss Boyes Perpetual trophy for the first wooden boat after the overall winner of the Prince Philip Cup.

23.2 Other prizes:

- Other prizes may be awarded at the presentation dinner;

24. LIABILITY DISCLAIMER:

All those participating in the 200 Australian Dragon Championships do so entirely at their own risk and responsibility.

Attention is drawn to RRS 4 (Decision to Race).

The International Dragon Association of NSW and the Royal Sydney Yacht Squadron, their executives, boards, servants and agents and all other parties involved with the conduct and organization of this regatta disclaim any

and every responsibility for loss, damage, injury, death or inconvenience that might occur to persons or property, both ashore or afloat, as a consequence of participation in the races covered by the notice of race for this regatta and by these sailing instructions.

25. OTHER INSTRUCTIONS

25.1 No litter shall be disposed of overboard

25.2 Commercial Shipping. Yachts shall not interfere with the Commercial or Defence shipping of the Port. The attention of skippers is drawn to NSW Maritime Authority regulations regarding the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. NSW Maritime regulations specify "Priority over Sail - some Commercial Ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels. Do not attempt to cross the path of an approaching ferry displaying this signal". Attention is drawn to the guidelines published in Appendices 7 and 8 of the RSYS 2008-2009 Sailing Handbook.

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

25.4 NSW Maritime Directions. All yachts must abide by traffic directions of NSW Boating Service Officers. Any yacht directed to stop or alter course by NSW Maritime Boating Service Officers as a result of an anticipated breach of the above rules, incident/collision or complaint shall do so immediately.

25.5 Any yachts reported by NSW Maritime as having contravened NSW Maritime Regulations shall be disqualified without a hearing. (amends RRS 63.1).

25.6 Contact Incidents. The attention of any competitors, involved in an accident, is drawn to the requirements of NSW Maritime as published in Appendix 5 of the RSYS 2008-2009 Sailing Handbook. Competitors are also required to notify the Sailing Office of any contact incident occurring during racing whether or not it results in a Race Protest or a report to NSW Maritime. RSYS is obliged under the terms of its Aquatic Licence to prepare a report of all contact incidents occurring during racing whether or not injury or an insurance claim results.

26. HAUL-OUT RESTRICTIONS:

Boats are required to remain in the water overnight from Saturday 4th January, 2009, and haul out on alternate days during the regatta according to a roster posted on the official Notice Board.

27. INSURANCE:

Each participating boat shall be insured with valid third-party liability insurance with a racing cover considered by their insurer as adequate for the risks involved.

All entrants shall have a valid third-party liability insurance certificate for a minimum cover of \$5 million (\$10 million is recommended).