

**AUSTRALIAN INTERNATIONAL DRAGON CLASS
2009 MARTIN GRANNEY MEMORIAL
MATCH RACING TROPHY**

2nd - 3rd January 2009

Sailing Instructions

Organising authority:

ROYAL SYDNEY YACHT SQUADRON

on behalf of the

NSW INTERNATIONAL DRAGON ASSOCIATION

1. Rules:

- 1.1 The series will be governed by:
- the ISAF Racing Rules of Sailing (RRS) 2009-2012, including Appendix C
 - the prescriptions and special regulations of Yachting Australia,
 - the rules and by-laws of the International Dragon Association,
 - The Notice of Race (NR) and these Sailing Instructions (SI).

If there is any conflict between any of these rules, regulations and by-laws, except the RRS, these SI's will prevail.

2. Notices to Competitors:

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

3. Amendments to Sailing Instructions:

- 3.1 Amendments to the sailing instructions made ashore will be posted at least one hour prior to the start of racing and will be signed by the Principal Race Officer.
- 3.2 Amendments made afloat will be signalled on the Race Committee Vessel (RCV) by display of flag L with one sound from the principal race committee boat. An umpire may communicate these verbally or in writing.

4. Signals Made Ashore:

- 4.1 Signals made ashore will be displayed on the Royal Sydney Yacht Squadron's flagpole located on the front lawn of the Squadron.
- 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. Maximum Crew Weight

The total weight of all crew members shall not exceed 285 kilograms. Crews will be required to weigh in during the registration process.

6. Event Format and Schedule of Races:

- 6.1 Dates and Times of Events:

Date	Time	Event
Th 01 Jan 2009	1200 - 1700	Registration & Measurement
Fr 02 Jan 2009	1100	Martin Graney Match Racing – Round Robin
Sa 03 Jan 2009	1100 - 1700	Finals 1 v 2 and 3 v 4

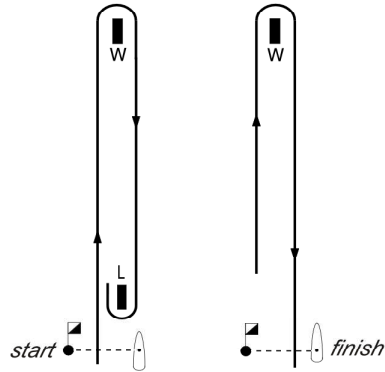
- 6.2 The latest time for an attention signal will be 1700 hours.
- 6.3 The format of this match racing regatta will be determined by the Organising Authority depending on the number of entries. It may be:
- (a) a multiple round robin followed by a best-of-three sail-off for final placings; or,
 - (b) a "Swiss League" format with a minimum of 3 rounds to constitute a series.
- 6.4 SI Attachment B containing details of the event format and race pairings will be available at time of Registration.

7. The Racing Area:

- 7.1 The racing will be conducted on the waters of Port Jackson (Sydney Harbour) in the general area between Kirribilli Point and South Head.

8. The Course:

- 8.1 The diagram below shows the course configuration, the order in which marks are to be passed, and the side on which each mark is to be left. The distance between mark W and mark L may be approximately 0.3 nautical miles.



8.2 Course Signals and course to be sailed

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

Marks W and L shall be rounded to Starboard

<u>Signal</u>	<u>Course</u>
No Signal	Start – W – L – W – Finish
‘S’	Start – W – Finish

8.3 Description of Marks

Marks L and W will be yellow inflatable marks.
 The start/finish line mark will be a black & white checked inflatable mark.
 Change-of-course marks will be an orange OR white inflatable mark.

8.4 Starting/Finishing Line

The start/finish line will be between the course side of a black and white inflatable mark and the staff displaying an orange flag on the port side of the Race Committee Vessel at the Starboard end of the line.

9. Shortening and Abandonment:

- 9.1 RRS 32 is deleted and replaced with: ‘After the starting signal the RC boat may abandon or shorten any match for any reason, after consulting the with the match umpires when practical’.
- 9.2 Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.

10. Breakdown and Time For Repairs:

- 10.1 Before the attention signal of a flight or within 2 minutes of finishing, a boat may display a green flag to signal breakdown or damage to the boat or her sails, or injury to the crew to request a delay to the next start. She shall proceed as soon as possible to leeward and as close as possible to the RCV and remain there unless otherwise directed.
- 10.2 The time allowed for repairs shall be at the discretion of the PRO.
- 10.3 After the attention signal of a flight, a match shall not be postponed or abandoned because of a breakdown unless the breakdown was signalled in accordance with SI 10.1.
- 10.4 Except when RRS 62.1 (b) (Redress for injury or physical damage) 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 (Redress).

11. Starting Procedure:

- 11.1 Flag “F” (attention signal for a flight) shall be made at 7 minutes. This amends RRS C3.1.
- 11.2 Match warning signals will be numeral pennants.
- 11.3 The next flight number will be displayed on the CV by way of numeral board.
- 11.4 When a match cannot start at its intended time, the signals and starts of the following matches shall remain as originally scheduled, leaving a blank start for the pair not starting.
- 11.5 A pink flag shall be displayed as the preparatory flag for a blank start.

12. Change of Position of the Windward Mark:

- 12.1 Changes to the course will be made by setting a replacement mark W.
- 12.2 Change of Course Signals (Amends RRS 33 and race Signals)
 - (a) Flag C and a coloured flag means the windward mark has been moved. Sail to a mark the same colour as the flag.

- (b) When a change of course after starting only affects some matches these shall be designated by the appropriate numeral pennant.

12.3 Signalling vessels

- (a) When a change of course is for the first leg, the signal shall be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- (b) When a change of course is signalled after the first leg it shall be displayed (Flag C, a coloured flag and repetitive sounds) from a boat in the vicinity of mark L.

13. Penalties and Protests

13.1 Damage as a result of an infringement to RRS 14

When a match umpire, and at least one other umpire, decide that a boat has broken RRS 14 and damage results, they may, without a hearing, impose a penalty of half of one point. A competitor who is so penalised will be informed as soon as practical and may request a hearing. The Protest Committee (PC) will then proceed in accordance with RRS C6.6. The penalty, if any, decided by the PC may be more than half of one point. This augments RRS C8 (Penalties Initiated By Umpires)

13.2 Decisions of the PC made in accordance with RRS C6.6 will be final as provided in RRS 70.4 and the associated YA prescription (No appeals subject to YA approval of the jury).

14. Time Limit:

A boat that does not finish within 5 minutes of the time her opponent finishes will be scored DNF. This changes RRS 35 (Time Limit and Scores) and RRS A5 (Scores Determined by the Race Committee).

15. Safety Regulations and Equipment:

15.1 At all times, competing boats shall carry safety equipment as determined by the current International Dragon Class Rules

16. Support Boats:

16.1 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.

16.2 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.

16.3 Any breach of clause 15 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)

17. 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.

18. Prizes:

The Martin Graney Memorial Match Racing Trophy will be awarded at the presentation dinner on 10th January 2009.

19. Liability Disclaimer:

All those participating in the 2009 Australasian Dragon Championships do so entirely at their own risk and responsibility.

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

The RSYS, the boat owners, sponsors and race committee disclaim any and every responsibility for loss, damage, injury or inconvenience that may occur to persons and things, both ashore and at sea, as a consequence of participation in any way in the Championships as covered by these SIs.

20. 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).

21. Other Instructions

No litter shall be disposed of overboard.

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 2008-2009 RSYS Sailing Handbook.

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

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.

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

The attention of any competitors, involved in an accident, is drawn to the requirements of NSW Maritime as published in Appendix 5 of the 2008-2009 RSYS 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.