



Get on board

Yngling World Championship 2012
Sydney Australia

SAILING INSTRUCTIONS

FOR THE INTERNATIONAL YNGLING CLASS OPEN WORLD CHAMPIONSHIP 2012

03 January – 08 January

Supported by our Sponsors



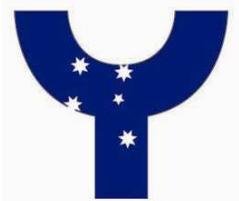
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CONDUCTED BY

ROYAL SYDNEY YACHT SQUADRON

UNDER THE AUTHORITY OF YACHTING NSW



The Organising Authority is Royal Sydney Yacht Squadron (RSYS) in conjunction with International Yngling Association (IYA), and Australian International Yngling Association Inc. (AIYA).

1 RULES

- 1.1 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing for 2009-2012 (RRS) of the International Sailing Federation (ISAF) as amended.
- 1.2 The rules and regulations of the International Yngling Class Association shall apply except as modified by these Sailing Instructions.
- 1.3 The Prescriptions and Special Regulations of Yachting Australia shall not apply.
- 1.4 Appendix P, Special Procedures for Rule 42, shall apply.
- 1.5 In accordance with ISAF Regulation 20.5.1, no advertising shall be displayed pursuant to ISAF Regulation 20.3.1.2. The Organizing Authority may require all participating boats to display the event sponsors advertising in accordance with ISAF Regulation 20.3 (d) (i).
- 1.6 If there is a conflict between languages, the English text shall take precedence.
- 1.7 If there is a conflict between rules or regulations, other than RRS, the Sailing Instructions shall prevail. This amends RRS 63.7.

2 NOTICE TO COMPETITORS

- 2.1 Notices to competitors will be posted on the official Notice Board located underneath the Careening Cove Room stairs at RSYS Clubhouse.

3 CHANGES TO THE SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions will be posted before 0900 on the day they 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 made from the yardarm of the flagmast located on the RSYS lawn.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in Race Signal AP. This amends RRS Race Signals.
- 4.3 When flag Y is displayed ashore, RRS 40 applies at all times while afloat. This amends RRS Part 4 Preamble.

5 SIGNALS MADE AFLOAT

- 5.1 When additional races will be held on the same day, the Warning Signal for each succeeding race will be made as soon as practicable. To alert boats that a race will begin soon, an orange flag will be displayed with one sound signal for at least 4 minutes before the Warning Signal.

6 REGISTRATION

- 6.1 Registration formalities as detailed in the Notice of Race (NOR) are required to be completed by 1800 Monday 02, January 2012.
- 6.2 All boats will be issued bow numbers at registration. Bow numbers are to be attached to the forward part of each side of each boat, with the after part of the bow number to be no more than 1 meter from the top of the stem, and the top of the bow number to be no more than 20 millimetres below the gunwhale. No numbers may wrap around the stem or gunwhale and the spacing between characters shall be 70 millimetres.

7 SCHEDULE OF RACES

7.1 Date	Event	Time
Tuesday, 03 January 2012	Skippers Meeting	1300
Tuesday, 03 January 2012	Practice Starts and Race	1425 – 1700
Wednesday, 04 January 2012	Race Day 1, first Warning Signal	1225
Thursday, 05 January 2012	Race Day 2, first Warning Signal	1225
Friday, 06 January 2012	Race Day 3, first Warning Signal	1225
Saturday, 07 January 2012	Race Day 4, first Warning Signal	1225
Sunday, 08 January 2012	Race Day 5, first Warning Signal	1225
	Prize Giving Dinner	TBA

- 7.2 Ten (10) races are scheduled and more than one race may be sailed on any race day.
- 7.3 When more than one race will be held on the same day, the Warning Signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, flag R (red field/yellow cross) will be displayed at the finish of the previous race.
- 7.4 No Warning Signal will be made after 1455 hours on Sunday 08 January 2012.

8 CLASS FLAG

- 8.1 The Class Flag will be the International Yngling Class insignia on a white background.

9 RACING AREA

- 9.1 Racing shall be conducted on the waters of Port Jackson (Sydney Harbour) New South Wales, Australia, between Kirribilli Point and South Head. See Attachment 1.

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 Cardinal Marks – boats shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions.
- 10.2 Moorings – Boats shall not sail within mooring areas. These areas are prohibited and deemed to be continuing obstructions. Naval and shipping moorings are excluded from this clause.
- 10.3 Garden Island and Chowder Bay – boats shall not sail within the yellow markers in the vicinity of Garden Island or near the naval wharf in Chowder Bay. These areas are prohibited and deemed to be continuing obstructions.

11 CHECK IN

- 11.1 Prior to the Warning Signal of the first race of each day, each boat shall check in with, and be recognized by, the Race Committee on a boat located in the starting area and displaying the Code Flag L, by passing close aboard on starboard tack and hailing her bow number. When a boat has been recognized, the Race Committee will hail the boat's bow number.

12 THE COURSES

- 12.1 The diagram in Attachment 2 shows the course configuration, including the order in which marks are to be passed, and the side on which each mark is to be left.
- 12.2 The course number to be sailed will be designated by displaying the appropriate Numeral Pennant from the Race Committee boat no later than the Warning Signal.
- 12.3 The Race Committee boat may display the approximate compass bearing from Marks 4s/4p to Mark 1 and will be displayed no later than the Warning Signal.
- 12.4 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

13 MARKS

- 13.1 Marks 1, 1a, 4s and 4p will be yellow cylindrical inflatable buoys.
New marks as provided in Instruction 15.1, will be yellow cylindrical inflatable buoys with a horizontal black band.
The Starting and Finishing boats will display an orange flag on a flag staff.

14 THE START

- 14.1 Races will be started using RRS 26.
- 14.2 The starting line will be between a flag staff displaying an orange flag on a Race Committee boat on the port side and a flag staff displaying an orange flag on a Race Committee boat on the starboard side.
- 14.3 A boat starting later than 10 minutes after her starting signal will be scored Did Not Start (DNS) without a hearing. This amends Appendix A -A4.
- 14.4 A Race Committee boat stationed near Mark 1 will display the bow numbers of boats that have violated RRS 30.3. Boats identified under this instruction shall promptly leave the race course and not interfere with boats still racing.

15 CHANGE OF THE NEXT LEG OF THE COURSE

- 15.1 To change the next leg of the course, the Race Committee will lay a 'new mark' (or move the finishing line) and remove the 'original mark' as soon as practicable. When in a subsequent change a 'new mark' is replaced, it will be replaced by an 'original mark'.

16 THE FINISH

- 16.1 The finish line will be between a flag staff displaying an orange flag on a Race Committee boat on the port side and a flag staff displaying an orange flag on a Race Committee boat on the starboard side.
- 16.2 The finish boats shall also display a blue flag as per Race Signals.

17 PENALTY SYSTEM

- 17.1 The penalty for breaking a rule of Part 2 of the RRS shall be a One Turn Penalty (one tack and one gybe in the same direction). This amends RRS 44.1 and 44.2.
- 17.2 A boat that has taken a penalty or retired under 44.1 shall complete an acknowledgment form at the Race Office, within the protest time limit.
- 17.3 As provided in RRS 67, the International Jury may, without a hearing, penalize a boat that has broken RRS 42.

18 TIME LIMITS

- 18.1 The time limit for all races will be 140 minutes from the Starting Signal. If one boat finishes within the time limit, then the race will stand. The target time for all races is 70 minutes.
- 18.2 If no boat has passed the first windward mark 45 minutes after the Starting Signal, the race shall be abandoned.
- 18.3 Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNF). This amends RRS 35 and Appendix A A4.1 and A5.

19 PROTESTS AND REQUESTS FOR REDRESS

- 19.1 Protest forms are available on the Official Notice Board and at the Race Office located in Wudyong House in the grounds of RSYS.
Protests shall be delivered to the Race Office desk within 30 minutes of the docking time of the Race Committee boat after the last race of the day. The docking time and protest time limit shall be posted on the Official Notice Board.
- 19.2 Notices will be posted within 30 minutes after the protest time limit to inform competitors of hearings to which they are parties or named as witnesses. Hearings will be held at the RSYS on each day beginning as soon as possible.
- 19.3 Notices of protests by the Race Committee or the International Jury will be posted within the protest time limit on the Official Notice Board to inform boats under RRS 61.1(b).
- 19.4 For infringements of the Rules other than Part 2, the International Jury may award a lesser penalty than Disqualification (DSQ).
- 19.5 Breaches of Sailing Instructions 1.5, 6.2, 17.2, 21, 22, 27, 28, 29, 30 and 33 will not be grounds for protest by another boat. This amends RRS 60.1 (a). Penalties for these breaches may be less than Disqualification (DSQ) if the International Jury so decides.
- 19.6 On the last day of the Championship:
- (a) A request for reopening a hearing shall be delivered within the protest time limit if the party requesting reopening was informed of the decision on the previous day.
 - (b) A request for reopening a hearing held on the last day shall be delivered no later than 30 minutes after the party requesting reopening was informed of the decision that day.
 - (c) The time limit to request redress based upon an action or omission of the Race Committee or International Jury shall be 30 minutes after the results are posted. This amends RRS 62 and 66.

20 SCORING

- 20.1 The Low Point Scoring System of RRS Appendix A will apply.
- 20.2 Four races are required to be completed to constitute the World Championship.

21 SAFETY REGULATIONS

- 21.1 A boat that retires from a race shall notify the Race Committee and or the Race Office as soon as possible.
- 21.2 Boats shall return to and be kept in their assigned places at the RSYS pond.

22 COMMERCIAL SHIPPING - Refer to Attachment 3.

- 22.1 NSW Maritime Regulations specify that boats shall not interfere with Commercial or Defence Shipping of the port. "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.
- 22.2 Boats found to have interfered with the Commercial or Defence Shipping may be subject to action by the Race Committee in accordance with RRS 60.2(c).

23 REPLACEMENT OF CREW OR EQUIPMENT

- 23.1 Substitution of crew members will not be allowed without prior written approval of the International Jury. Approval will only be granted in exceptional circumstances and may be given on the condition that the original crew member will not be permitted to sail on the boat later in the championship.
- 23.2 After measurement until completion of racing, no boat, sail or any item of measured equipment shall leave the venue without being posted on the Official Equipment Sign-out Sheet on the Official Notice Board. It is the sole responsibility of each skipper to ensure proper recording.
- 23.3 In case of damage, boats and/or equipment may only be substituted with the written permission of the International Jury. When the damage occurs later than 90 minutes before the first scheduled start of the day and before the start of the last race of the day, provisional verbal permission shall be obtained from the International Jury or Race Committee. Written permission by the International Jury shall be obtained before the end of Protest Time limit at the end of the day in which the substitution takes place.

24 EQUIPMENT AND MEASUREMENT CHECKS

- 24.1 A boat or equipment may be inspected at any time for compliance with the Class Rules and Sailing Instructions which may include RRS 43.
- 24.2 On the water, a boat can be instructed by the Race Committee or International Jury to proceed immediately to a designated area for inspection.

25 OFFICIAL BOATS

- 25.1 The Race Committee vessels at the start and finish may display the RSYS race committee burgee. The burgee is the RSYS burgee with a white border.
- 25.2 Official Boats may be marked as follows:
- Jury boats Yellow flag with black letters JURY.
 - Rescue boats White flag with black letters RESCUE.
 - VIP boats White flag with black letters VIP.
 - Press/photo boats Green flag with white letters MEDIA.

26 COACH AND SUPPORT BOATS

- 26.1 Team Leaders, Coaches and other support personnel shall stay outside areas where boats are racing from the time of the Warning Signal until all boats have finished or the Race Committee signals Postponement, General Recall or Abandonment. Areas where boats are racing is defined as follows; not closer than 100 meters to any boat racing (except a boat in distress requiring assistance), mark or rhumbline of the course and inside the course on the right of the upwind leg lay line. At the start Coach Boats shall be below the starting line or its extensions by at least 50 meters.
- 26.2 Support boats shall be marked in accordance with Notice of Race (NOR) Clause 14.

27 TRASH DISPOSAL

- 27.1 No litter shall be disposed of overboard.

28 HAUL-OUT RESTRICTIONS

- 28.1 All boats shall be afloat before 1030 on Tuesday, January 03, 2012 and shall not be hauled out during the regatta except with and according to terms of prior written permission of the International Jury. The penalty may be Disqualification (DSQ) for any subsequent races.

29 PLASTIC POOLS

- 29.1 Plastic pools or their equivalent shall not be used around competing boats between the close of registration and the end of the Championship.

30 RADIO COMMUNICATION

- 30.1 While on the water, a boat shall not carry equipment capable of making radio transmissions or receiving radio communications, except for equipment provided by the Organising Authority. This restriction also applies to mobile telephones.

31 PRIZES

- 31.1 The winner of the Open World Championship will be awarded the World Championship Perpetual Trophy, Official IYA Medals and will be the 2012 Yngling World Champions.
- 31.2 The winning crew of the first race will be awarded the Jan Herman Linge Memorial Trophy.
- 31.3 Additional prizes will also be awarded to the winner of each race each day.
- 31.4 Prizes will be presented at the Prizegiving Dinner on Sunday, January 08, 2012.

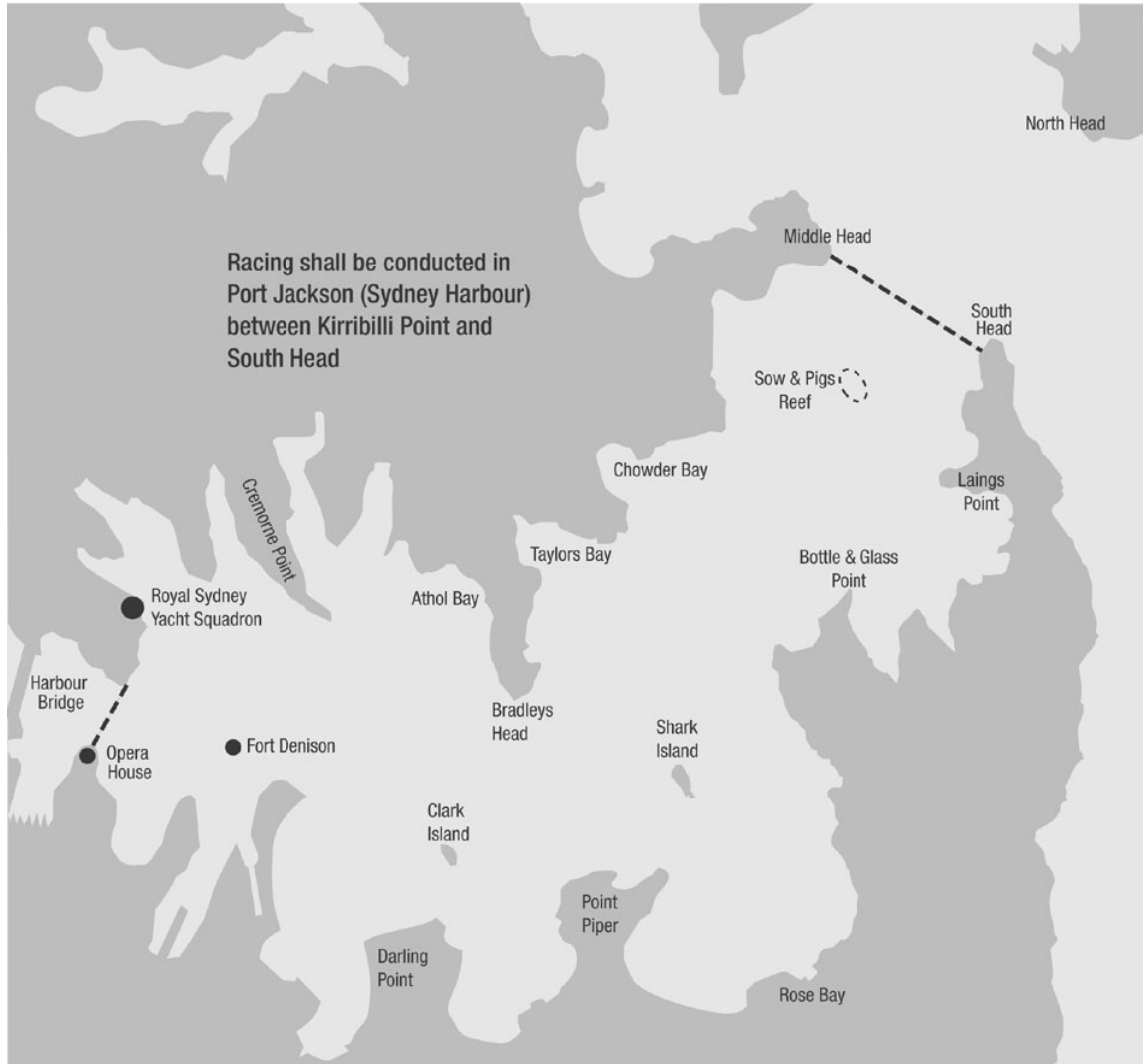
32 DISCLAIMER OF LIABILITY

- 32.1 **Risk Warning** – The Organising Authority advises owners, skippers and anyone who participates in yachting events conducted by the Organising Authority that participation in the sport of yachting, whether racing or otherwise, can be dangerous and can result in harm, personal injury and property damage. The Organising Authority is not responsible for any harm or injury suffered by any person in any yachting event of whatever nature conducted by the Organising Authority. All participants acknowledge that competing in yachting events may be dangerous and may result in harm or personal injury and they participate in such events aware of such dangers and voluntarily accept any risk of harm.
- 32.2 **Responsibilities** – All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4 which states; "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". RSYS, IYA, AIYA, Race Committee and any other Race Officials are not responsible for any damage or injury either afloat or ashore and any seaworthiness of a boat, whose entry is accepted, or the efficiency or adequacy of its equipment.

33 INSURANCE

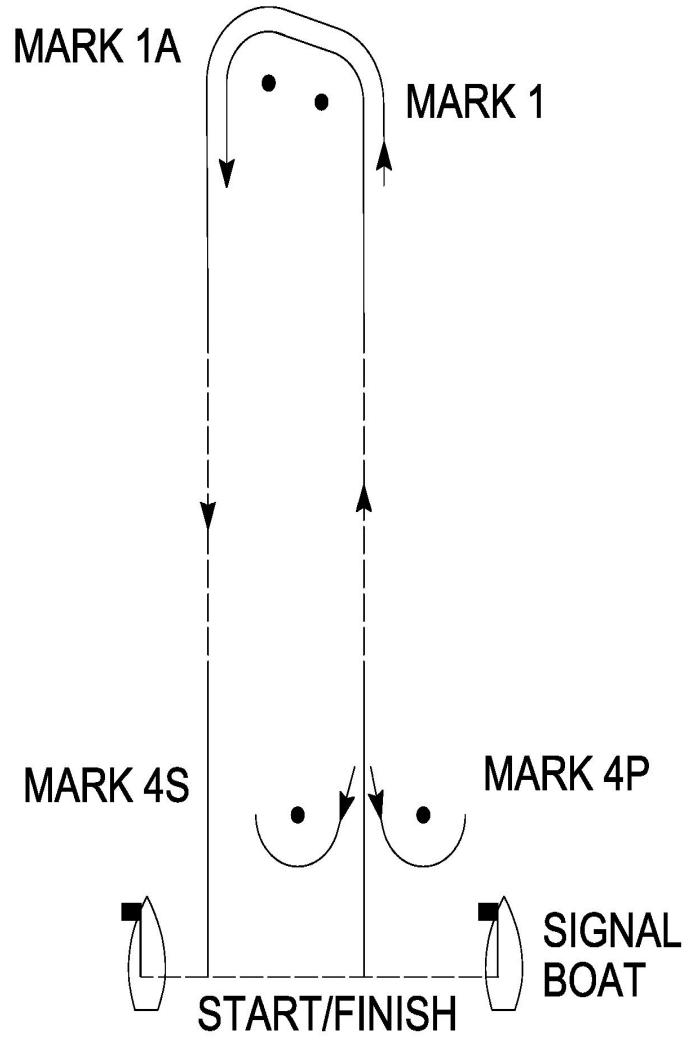
- 33.1 All boats shall have adequate current Third Party Property Liability insurance cover and Third Party Personal Liability insurance cover of not less than AUD 10,000,000 (ten million dollars) or equivalent value of another currency for each separate incident. All insurance covers shall be maintained during the period of the Championship.

ATTACHMENT 1 – RACING AREA



ATTACHMENT 2 – THE COURSES

WINDWARD – LEEWARD



COURSE	MARKS
Course 1	START – 1 – (1A) – FINISH
Course 2	START – 1 – (1A) – 4S/4P – 1 – (1A) – FINISH
Course 3	START – 1 – (1A) – 4S/4P – 1 – (1A) – 4S/4P – 1 – (1A) – FINISH
Course 4	START – 1 – (1A) – 4S/4P – 1 – (1A) – 4S/4P – 1 – (1A) – 4S/4P – 1 – (1A) – FINISH

ATTACHMENT 3 – SHIP AND FERRY ACTIVATED EXCLUSION ZONE

REPORTING MARINE ACCIDENTS AND THE MARINE SAFETY ACT 1998 AND THE MARINE SAFETY (GENERAL) REGULATIONS 2009.

The provisions of the Marine Safety Act 1998 (the Act) came into operation on the 30th March 2009. The Marine Safety (General) Regulations 2009, (The Regulations) also came into force on the 30th March 2009.

They may be accessed at www.legislation.nsw.gov.au

The Act and Regulations replace the obligation under section 30G of the Maritime Services Act 1935 to report marine accidents involving death or injury or damage exceeding \$100.

The Act and Regulations also replace the provisions of a Memorandum of Understanding between NSW Maritime and Yachting NSW which related to collisions between racing vessels. The MoU was not widely circulated or understood by Clubs.

Under section 99 (1) of the Act a master and owner have an obligation to report a marine accident.

Regulation 96 sets out the conditions where a report is not required, and is therefore required in all other circumstances, and substantially changes the reporting requirements. It has particular relevance to racing yachts competing subject to an Aquatic Licence granted to a Club.

Three separate situations are referred to in Regulation 96 and these are set out in the following Table and state the conditions where a report IS required.

Types of vessels involved	Conditions for reporting
Vessels two or more ALL of which are NOT racing.	Fatality or personal injury or Damage exceeds \$5000
Vessels two or more of which ALL are racing.	Fatality or personal injury or Damage exceeds \$5000
Vessels one of which is racing and one of which is not racing	Fatality or personal injury or Damage exceeds \$5000

NSW Maritime Yacht Person's Brief & Ship & Ferry Activated Exclusion Zone

1. Observe NSW Collision regulations and in particular Rule 1 (b) and Rule 2(a)(b) i.e.:

Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.

2. Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary (after hearing 5 Short blasts) give priority to the Ferry. Pass the ferry clear at least 200m ahead and 30 m either side and astern.

3. Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun, ensure that you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400 m from the bows of very large ships.

4. For coaches – You must not lay buoys in the main shipping channels. Your vessel should be registered otherwise if involved in an accident you may not be covered by insurance and there could be severe penalties arising under NSW Law.

5. Shipping Sound Signal Meanings:

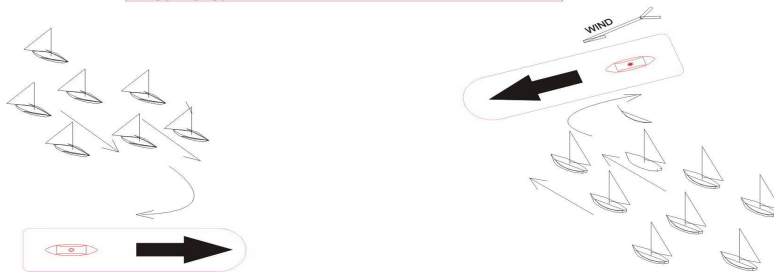
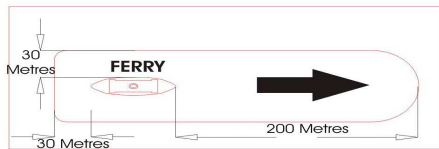
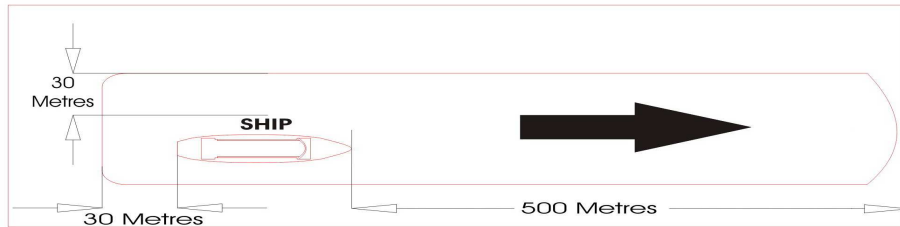
One short blast – I am altering course to starboard (right).

Two short blasts – I am altering course to port (left).

Three short blasts – I am operating engines astern (stopping).

Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

When not racing keep at least 200 m clear of any ferries displaying an orange diamond.



**SHIP & FERRY ACTIVATED
EXCLUSION ZONE**