



RSYS HARDY SHIELD 14-15 October 2023

Sailing Instructions

1. RULES

- 1.1. The Event will be governed by
 - (a) The rules as defined in the Racing Rules of Sailing 2021-2024, including Appendix C.
 - (b) The rules for Handling Boats (SI Addendum C.) Class rules will not apply.
 - (c) Any prescriptions of the national authority that will apply will be posted on the official notice board.
- 1.2. Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 1.3. When the umpires proceed under RRS C8.6, they will follow the guidance in Addendum E.
- 1.4. Competitors shall wear personal flotation devices. A breach of this rule is not open to protest by boats but is subject to actions by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

2. ENTRIES AND ELIGIBILITY

- 2.1. Skippers invited are listed in SI Addendum A.
- 2.2. To remain eligible the entire crew shall complete registration, pay any entry fee, pay a deposit of \$1,000 AUD for damage and complete crew weighing.
- 2.3. Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.
- 2.4. After the warning signal for a match, the registered skipper shall not leave the helm, except in an emergency.
- 2.5. When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.6. When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.

3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors and changes to the sailing instructions will be posted on the notice board, located inside the RSYS Youth Room by 0830hrs on the race day that they take effect and signalled as per RRS Race Signals. After this time, any changes will be communicated verbally.
- 3.2. Signals made ashore will be displayed from the yard arm of the main flag mast located on the RSYS front lawn.
- 3.3. Skippers shall attend the briefing, which will take place one (1) hour before the first scheduled race, in the RSYS Youth Room, unless excused by the OA.



- 3.4. On the water, the race committee intends to monitor and communicate on VHF radio channel 72.

4. ADMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to the SI made ashore will be posted at least 15 minutes before the start of any race affected and will be signed by the RC.
- 4.2. Amendments made afloat will communicated by the umpires either verbally or in writing.

5. BOATS AND SAILS

- 5.1. Boats
- (a) This event will be sailed in Elliott 7m supplied by the OA.
 - (b) The sails to be used will be allocated by the OA.
 - (c) Competitors may be requested to exchange sails or swap boats during a series to satisfy sponsorship commitments. This will not be grounds for redress. This changes RRS 62.
- 5.2. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals will have the following meanings:

Signal	Sail Combination
No Signal	Main, Jib & Symmetrical Spinnaker
Code Flag J	Main & Jib

- 5.3. Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4. 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.
- 5.5. 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.

6. IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by bow numbers.
- 6.2. Boats will be allocated by the OA for the stage in accordance with a pre-determined draw.
- 6.3. Boats will be exchanged in accordance with the pairing list and race schedule.

7. CREW MEMBERS, NUMBER AND WEIGHT

- 7.1. The number of crew (including the skipper) shall be four (4) or five (5). excluding persons placed on board by the RC.
- 7.2. Crew Weighing
- (a) The total weight of the crew, including the skipper, dressed in at least shorts and shirts, shall not exceed 350.0 kg, determined at the time of registration or such time as required by the RC.



- (b) Crew weight may be checked during the event. At any re-weighing the total weight limit is increased by 10 kg. Any crew weighing in excess of this increased limit shall not be penalised, but they shall reduce their weight to the increased weight limit before racing again.

8. EVENT FORMAT AND STARTING SCHEDULES

- 8.1. The event format is detailed in SI Addendum B.
- 8.2. The match pairing lists will be provided at the briefing one (1) hour before the scheduled race start for the day. The matches to be sailed in a flight will be displayed in order of starting on the RC boat.
- 8.3. In a knock-out series between two skippers:
- (a) When the series has been decided, further matches between these two will not be sailed.
 - (b) Crews will not exchange boats after odd matches of the series.
 - (c) When a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.4. The schedule and intended time of the first and latest attention signal of each day is as follows:

Date	Time	Event	Location
Saturday 14 th October	1000-1100	Registration and weigh-in	Youth Training Room
	1200	Briefing	Shade Sail
	1300	First Warning Signal	Sydney Harbour
	ASAP After Racing	BBQ & Umpires Debrief	Shade Sail
Sunday 15 th October	0900	Briefing	Careening Cove
	1030	First Attention Signal	Sydney Harbour
	1630	Latest Attention Signal	Sydney Harbour
	ASAP After Racing	Prizegiving	Shade Sail

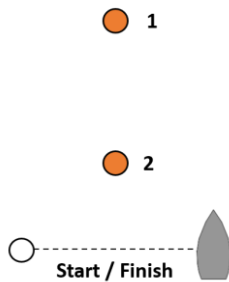
- 8.5. The number of flights to be sailed will be determined by the RC.
- 8.6. The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7. Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (International Code Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.
- 8.8. 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 white flag and there will be no other signals for the blank start.

9. RACING AREA

The intended racing area will be in the general area between Kirribilli Point and Bradley's Head; however, the RC may decide to relocate at its discretion.

10. COURSE

10.1. Course Configuration (not to scale):



10.2. Description of Marks

- (a) The RC boat will be identified by the RSYS burgee on a white background.
- (b) The start line and finish line will be between the RC boat and black and white checked inflatable buoy.
- (c) Mark 1 & 2 will be orange inflatable buoys.

10.3. Starting/Finishing Line

- (a) The starting line and finishing line will be a straight line between the starting mark and an orange flag on the RC vessel.

10.4. Signals and Course to Be Sailed

- (a) Course signals will be displayed from the RC vessel, at or before the warning signal.
- (b) Mark 1 will be laid to windward of the starting line and shall be rounded to starboard.
- (c) Mark 2 shall lay approximately 50m to windward of the starting line and be rounded to starboard

Signal	Course
No Signal	Start - 1 - 2 - 1 - Finish
Code Flag S	Start - 1 - Finish

10.5. Abandonment and Shortening

- (a) 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.'
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only.
- (c) 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 RRS Race Signals.



11. BREAKDOWN AND TIME FOR REPAIRS

- 11.1. Before the attention signal of a flight, within two minutes of finishing or within five 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 a position just to leeward of the RC vessel and remain there, unless otherwise directed.
- 11.2. The time allowed for repairs will be at the discretion of the RC.
- 11.3. 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 11.1.
- 11.4. 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.

12. STARTING PROCEDURES

- 12.1. The attention signal will be displayed 7 minutes before the first starting signal in each flight.
- 12.2. Match warning signals will be numeral pennants.
- 12.3. The warning signal may be made one minute after the removal of the AP or N unless at that time the race is abandoned again or postponed. This alters RRS Race Signals and C3.2(b) and (c).

13. CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1. Changes to the course will be made setting a replacement mark 1.
- 13.2. Subsequent changes will revert to the original mark.
- 13.3. Change of Course Signals (changes RRS 33 and Race Signals)
 - (a) The display of Flag C and a coloured flag with repetitive sounds means that the windward mark has been moved. Sail to a mark the same Colour as the flag.
- 13.4. Signalling Vessel
 - (a) When a change of course is made for the first leg, the signal will be displayed from the RC boat with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
 - (b) When a change of course is signalled after the first leg it will be displayed from a vessel in the vicinity of Mark 2.

14. TIME LIMIT

- 14.1. 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.



15. COACH AND SUPPORT BOATS

- 15.1. The OA will provide overnight berthing for coach boats. Teams with coach boats must notify the OA at registration, requesting berthing during the event.
- 15.2. Coaches and other support personnel shall stay outside areas where boats are racing from the time of the first warning signal for each flight until the last boat has finished that flight.
- 15.3. Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the OA to the associated skipper or team.

16. MEDIA, IMAGES AND SOUND

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

17. PRIZES

- 17.1. The prizes will be awarded at the OA's discretion.
- 17.2. The OA may reduce a prize in the case of a team's misconduct or refusal to comply with any reasonable request, including attendance at official functions.

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 to bring the event into disrepute.
- 18.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C and D.
- 18.3. 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, C5.3 or C5.3:
 - (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - (b) Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - (c) Abuse of umpires before or after a decision (See also MR Call M4).
- 18.4. Breaches of this SI may also be referred to the OA. Any penalty will be at the discretion of the OA and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.



19. SAFETY REGULATIONS

- 19.1. Boats shall not interfere with the commercial or defence shipping of the port. The attention of competitors 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".
- 19.2. A breach of this rule may be subject to protest by the RC or the umpires, but not by other boats.
- 19.3. All commercial vessels including ferries shall be considered as an obstruction.

20. DISCLAIMER

- 20.1. All those taking any part in the event do so at their own risk. By entering the event competitors acknowledge this and release the OA, its sponsors and respective officers, employees, volunteers and members from all liability.
- 20.2. The OA draws specific attention to RRS Fundamental Rule 3, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks.



SI ADDENDUM A - LIST OF ELIGIBLE SKIPPERS

World Sailing Ranking as at; 1 October 2023

	Club	Skipper	Rank
1	Cruising Yacht Club of Australia	Max Brennan	99
2	Royal Sydney Yacht Squadron	Zac West	115
3	Royal Sydney Yacht Squadron	Massimo Henderson	232
4	Royal Sydney Yacht Squadron	Brook Wilson	250
5	Royal Sydney Yacht Squadron	Raphael McLachlan	NR

SI ADDENDUM B - MATCH RACING EVENT FORMAT

1 STAGE 1 - Double Round Robin

- 1.1 Skippers will be seeded into a round robin based on the WS rankings list 2 days prior to the event.
- 1.2 Each skipper is scheduled to sail against each other twice.
- 1.3 The four highest placed skippers after stage 1 will advance to stage 2.
- 1.4 The remaining skipper will be awarded 5th place.

2 STAGE 2 - Semi-finals

- 2.1 The highest placed skipper from stage 1 shall choose their opponent. The remaining two skippers will sail each other.
- 2.2 The higher placed skipper from stage 1 in each match shall be assigned starboard entry for the first match. Skippers shall alternate assigned ends for each match thereafter.
- 2.3 The first two skippers to score two points or more shall proceed to stage 4.
- 2.4 The other two skippers shall proceed to stage 3.

3 STAGE 3 - Petit-finals

- 3.1 The higher placed skipper from stage 1 shall be assigned starboard entry for the first match.
- 3.2 Skippers shall alternate assigned ends for each match thereafter.
- 3.3 The first skipper to score two points shall be awarded 3rd place, the other will be awarded 4th place.

4 STAGE 4 - Finals

- 4.1 The higher placed skipper from stage 1 shall be assigned starboard entry for the first match. Skippers shall alternate assigned ends for each match thereafter.
- 4.2 The first skipper to score three points shall be the regatta winner, the other skipper will be awarded 2nd place



SI ADDENDUM C - HANDLING OF BOATS

1 GENERAL

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

2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire 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 The 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 Hauling out a boat or cleaning surfaces below the waterline.
- 2.8 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue of duct tape.
- 2.9 Cross winching foresail sheets.
- 2.10 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.11 Adjusting or altering the tension of standing rigging.
- 2.12 Using a spinnaker pole to wing out the foresail.
- 2.13 Perforating sails, even to attach tell tales.
- 2.14 Radio transmission (including mobile telephones.)
- 2.15 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- 2.16 Having the bowsprit extended, except when in the process of setting, flying or taking down a asymmetrical spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error.
- 2.17 Removal of towline from the bow
- 2.18 Pulling on the spinnaker pole boom holder to facilitate a tack or gybe.
- 2.19 A breach of SIs C2.15 and C2.16 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.



3 **PERMITTED ITEMS AND ACTIONS**

3.1 Taking on board the following equipment:

- (a) basic hand tools
- (b) adhesive tape
- (c) line (elastic or otherwise of 4 mm diameter or less)
- (d) marking pens
- (e) watches, timers and small personal video devices such as GoPro
- (f) shackles and clevis pins
- (g) PFD's

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) prevent sails being damaged or falling overboard
- (c) mark control settings
- (d) make minor repairs and permitted adjustments

4 **MANDATORY ITEMS AND ACTIONS**

4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.

4.2 At the end of each sailing day:

- (a) Rolling, bagging and placement of the sails as directed by a member of the OA.
- (b) Leaving the boat in the same state of cleanliness as when first boarded that day.

4.3 At the end of each day for each boat competitors must clean the boat and wash down the boat with fresh water, remove all trash, tape and marks, and use the bucket and sponge provided to remove any water from the bilge.

4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.5 A breach of items SI Appendix C 4.2, 4.3 and 4.6 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

4.6 At the conclusion of racing, each team must return the following items:

- (a) One blue flag
- (b) One yellow flag
- (c) One Y flag
- (d) One red flag
- (e) One green flag



SI ADDENDUM 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.

Sails and Sailing Equipment	Safety Gear, Tools and Other Equipment
<ul style="list-style-type: none">- Mainsail and set of battens- Headsail- Symmetrical Spinnakers- Two spinnaker sheets- One headsail sheet- Tiller extension	<ul style="list-style-type: none">- One set of match racing flags- Tow line- Bucket and lanyard with sponge- Two paddles- Safety Kit (includes torch, knife, flares & first aid kit)

SI ADDENDUM E - Penalties for Damage Resulting from Contact Between Boats

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 reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

Level	Extent	Effect
Level A Minor Damage	Does not significantly affect the value, general 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 general 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 Major Damage	The normal operation of the boat is compromised, and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.



Point Penalties - to be applied without a hearing (this amends RRS C8.6);

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

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

Deductions from Damage Deposits

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 based on the assessment of damage level made on the water. Subsequent assessments of the 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.