

# BARWON HEADS SAILING ASSOCIATION

## NOTICE OF RACE AND SAILING INSTRUCTIONS 2017-2020 SEASONS

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### INTRODUCTION

Every four years, after each Olympic Games, the Racing Rules of Sailing are reviewed. The latest version is published by the International Sailing Federation (ISAF) and are available for download <https://www.sailingresources.org.au/class-assoc/racing-rules/>

Other books authored by Elvstrom and also Willis are helpful in explaining the practical application of the rules in various racing situations. Since these rules govern all sailboat racing (even for BHSa skippers) it is essential that they be understood.

This brochure details the Sailing Instructions governing BHSa sail boat races and is written in conformance with Part 3 of the Racing Rules of Sailing. The organisation and running of BHSa sail boat races, as detailed in these Sailing Instructions, generally accords with Rules 25 through 89, inclusive with some exceptions relating to starting signals. These instructions assume that all race entrants are familiar with the 2017-2020 Racing Rules of Sailing.

The fun of sailboat racing is enhanced by all skippers having a reasonable knowledge of the rules of sailboat racing. Sailing is like a lot of games in this respect – to participate you do need to know the rules. By not doing so you risk spoiling, not only your own racing experience, but also that of others, and in the worst circumstance can even cause damage to other boats or personal injury.

The more experienced members of the club are encouraged to coach those that are less experienced. Over the years this has been a relatively successful policy, to the point that formal protest hearings are extremely rare.

The BHSa has traditionally had a reasonably relaxed attitude to the rules of sailing. That does not mean however that members should take the sailing rules lightly.

In close encounters on the water, a good principle to adopt is, "if you are not sure of the rules applicable to the situation, keep clear of other boats".

### NOTICE OF RACE

This Notice of Race and Sailing Instructions are published for all BHSa members, and visiting sailors are advised to refer to <http://bhsa.club/racing/race-rules/>.

### RACE SCHEDULES

Race schedules will be published in the newsletter and website ([bhsa.club](http://bhsa.club)) preceding each sailing series. The Iceberg Handicap Series is held over the period September to December, the Summer Series during the first three weeks after Boxing Day, the Beach Bums Series in the remaining days of January, The Riversholme Cup Handicap Series over the period February to May, an Aggregate series over Easter, and Aggregate events on the weekend closest to Australia Day. In addition, we have upriver races for the Fairburn and the James Campbell Safari Cups and the Sheepwash Trophies. Racing on the estuary is possible only around the time of high tides.

### RULES

Races will be governed by the ISAF (International Sailing Federation) Racing Rules of Sailing 2017-2020, and references in these instructions to 'Rule x.y.z' are to these rules. All participants agree to be bound by the Racing Rules of Sailing and by the amendments and other rules given in these Sailing Instructions.

BHSa is a member of the AS (Australian Sailing) and we race under the rules administered by these bodies.

## TIDES & CURRENTS

Races are generally timed to start 30 minutes before high tide, so the tidal flow will change direction during a race. This is particularly so during the Safari or Sheepwash races. Up the river it is useful to remember that the current usually swings to the outside of each bend, which is where the water is deepest.



Figure 1: - The region of river estuary from the left of this image to the Barwon Heads bridge (at right) is the area over which our “round the buoys” races are sailed. The sand banks render the waters shallow (even at high tide) so our courses are relatively complex and reward tacking skills and ability to read the wind and water.

## ENTRIES

Entries for each race are made to the OOD (Officer Of the Day) (or less formally known as the Timelord) on the beach, just before each race.

## CANCELLATION OF RACES

Cancellation of major races will be at the discretion of the sailing committee. Ordinary races (around the buoys) will be cancelled by the Club Captain if conditions are unsafe (according to BHSA criteria) or if too few boats are present for a valid race. Members will be notified, when practical, by email or SMS of such cancellations.

The criteria for cancellation of “ordinary” races is wind less than 2 knots or wind readings exceeding 20 knots three times in a minute as measured on the beach or environs by the Club Captain 20 minutes before the race. When the BOM Meteye weather forecast (<http://www.bom.gov.au/australia/meteye/?ref=fr>) predicts excessive winds or unstable conditions for Barwon Heads, the Club Captain has authority to cancel earlier.

The criteria for cancelling up-river races (Safari and Sheepwash) are conservative because these races are gala events for members so, when reasonable, the Committee seeks conditions that enable all members to sail safely with enjoyment. Maximum winds are limited to 18knots (measured 3 times in a minute) and include considerations of the consequences for race duration of light winds in combination with tidal conditions. The decision to cancel or postpone a race is the responsibility of the committee (the Club Captain advising) and their judgements will take into account the weather forecast (especially strong westerlies) and river conditions (such as blue-green algae).

## SIGNALS MADE ASHORE

BHSA is unable to display all appropriate signals, so even when not displayed the default signals governing all races are Flag Y (implementing rule 40 – which is the need to wear adequate personal buoyancy and quick release trapeze harness if worn) and Flag I (implementing rule 30.1 – the Round-an end Rule). Flag S will signal ‘shortened course’ with 2 sound signals (see rule 32). Flag N will signal “Abandonment” with 3 sound signals (see rule 32).

## THE COURSES TO BE SAILED

Up to 20 minutes but no less than 10 minutes before each scheduled start time, skippers will be called to the race briefing by hail or one warning sound on a hooter. A verbal briefing will be given on the beach near the Ozone Road jetty (see figure 2), detailing the course to be sailed, any changes to the Sailing Instructions, and the number of classes to be started.

The limited extent of the estuary, with its sandbanks and other obstructions, prevents the laying of traditional racing courses. The course for the day will be set within the determinants of wind and tidal depth.



Figure 2: -An enlarged view of the centre of operations. Races are officiated from the area marked "briefings". Parking is very limited in summer because the area is very popular for families and fisherfolk, which also makes boat launching a little difficult. Our club house is just a small shed attached to the public toilets, sufficient for storing sails and rigging for club members.

## MARKS

Various floating buoys and fixed marks are used to define each course. Figure 1 shows the area of our normal races.

## THE START

BHSA races are traditionally mixed class, so starting procedures have been simplified to reduce the workload of the officials. In particular, class flags (as specified in rule 26) are not displayed, even with staggered starts of generic classes of boats (monohulls, Lasers, and catamarans); instructions on order of starting are given in the pre-race briefing.

The following are the usual procedures, but may be amended at the briefing.

- 1) The start signals will be given from a point on the Riverbank.
- 2) Separate starts are usually arranged for monohulls and for catamarans, although these may be combined if the fleet is small.
- 3) Subsequent start sequences will commence as briefed after the first start signal.

Generally the starting line will be between a point on the riverbank and a marker or buoy. An additional riverside alignment marker buoy may be used. A three-minute starting sequence of lights and horn (Option 1) or flags and horn (Option 2) and signals is employed.

The start sequence will commence once the officials are in place for the start and they judge that there is adequate time for the starters to get to the start line.

Signal	<u>Option 1.</u> Lights and Sound (Flag Y + Flag I assumed by default)	<u>Option2.</u> Flag and Sound (Flag Y + Flag I assumed by default)	Minutes before starting signal
Warning	3 lights flashing, 1 sound	White flag raised, 1 sound	3
Preparatory	2 lights flashing, 1 sound	Blue flag raised, 1 sound, white flag removed	2
One minute	1 light flashing, 1 sound	Red flag raised, 1 sound, blue flag removed	1
Starting	No lights, 1 sound	Red flag removed, 1 sound	0

Boats whose warning signal has not been made shall clear the starting area, taking due attention to the space requirements of the class starting.

### **STARTING LONG DURATION RACES**

The above starting procedures are varied for the Safari and the Sheepwash races because it is desirable that slow boats (yardsticks greater than 130) are able to finish around the same time as fast boats to enjoy the BBQ that is usually held after the race. Accordingly the fleet is divided for starting into three categories: slow boats, Lasers (and those of comparable yardstick) and catamarans. Lasers are started at the advertised starting time (where possible), slow boats 30 minutes earlier and catamarans 10 minutes after the Lasers. The signalling procedure is as usual, but the timelord must manually control the intervals between starts using a stop watch and procedure defined for the automatic starting system.

#### **Individual Recall.**

If one or more boats are over the line at the start, a single sound signal will be sounded immediately after the start signal. The starter will attempt to notify those premature starters, by verbal hail, but the onus is on each skipper to decide whether he or she was over, and to re-start if they are not sure.

The OOD will disqualify any boat that was over the line at the start, and does not re-start (in accordance with these instructions) after a recall signal has been made.

#### **General Recall.**

If several boats are over the line at the start and cannot be identified or there has been an error in the starting procedure, three long hoots will be sounded and the start sequence recommenced as soon as practicable, commencing with the class which was recalled.

## **IN THE EVENT OF GROUNDING**

This local rule is an interpretation of rule 42.3(g): –

When a boat has run aground, to get clear of the grounding the boat may be:-

- 1) Moved any distance backwards.
- 2) Moved sufficient distance and only sufficient distance sideways to immediately clear the grounding.
- 3) But in no instance may the boat be moved forwards or in such a way as to improve the boats position towards the next mark.

## **HAULING OUT; MAKING FAST; ANCHORING**

Rule 45: A boat shall be afloat and off moorings at her preparatory signal. Thereafter, she shall not be hauled out or made fast except to bail out, reef sails or make repairs. She may anchor for this purpose or the crew may stand on the bottom. She shall recover the anchor before continuing in the race unless she is unable to do so.

BHSA allows an exception to this rule when a boat is in imminent danger of drifting into a dangerous obstruction (such as the Barwon Heads Bridge). Alternatively the crew is permitted to paddle to avoid the danger.

## **CALLING FOR WATER**

Rule 20.1 applies; -

When approaching an obstruction (a river bank for instance), a boat sailing close-hauled or above may hail for room to tack and avoid another boat on the same tack. After a boat hails,

- 1) she shall give the hailed boat time to respond;
- 2) the hailed boat shall respond either by tacking as soon as possible, or by immediately replying 'You tack' and then giving the hailing boat room to tack and avoid her; and
- 3) when the hailed boat responds, the hailing boat shall tack as soon as possible.

## **FINISH**

The finishing line is defined between a point on the Riverbank and a marker or buoy.

All boats are given a single hoot as they cross the finish line.

Boats that have finished shall avoid the finishing area or rejoining the fleet until all boats have finished racing.

When the course is shortened Flag S will be displayed from the timekeeper's station, and at the time of display the fleet will be notified by 2 long sounds of the warning horn. The shortened course finishing direction will be in the same direction as the original course, at the end of a lap.

## **TIME LIMIT**

The time limit to complete the course shall be 3 hours.

Boats failing to finish within 60 minutes of the first boat in their division or class, or finishes after the time limit expires, whichever is later, will be scored Did Not Finish. This may be waived at the discretion of the OOD. This does NOT apply to the Safari or Sheepwash races but the Officer of the day will define a time limit (at the briefing) for these races if necessary, to ensure a finish before sundown.

## **SAFETY REGULATIONS**

All sailing on the Barwon River Estuary is governed by The Marine Safety Act 2010 (Vic) and all its regulations must be followed except where specific exceptions have been formally granted by Transport Safety Victoria.

All entrants must be familiar with the BHSA Safety Management Plan, including contacts for emergency services. This plan is updated periodically and will be published with the newsletter and on the club web site.

Skippers are responsible for notifying the OOD of their entry to a race.

A boat that retires from a race shall notify the OOD as soon as possible.

All competitors must wear an AS PFD type 1 approved flotation jacket.

## **SPEED RESTRICTIONS ON THE RIVER**

Transport Safety Victoria, Marine Safety Department govern the boating rules which nominate speed limits within coastal and enclosed waters. These speed limits apply to all vessels, including yachts.

Prior to 1 July 2012, the waterway manager for the designated Port of Barwon Heads has had the authority to vary boating rules for specified events.

As of 1 July 2012, the waterway manager no longer has that authority to vary the regulations, so B.H.S.A. now makes application via the waterway manager, to Transport Safety Victoria for approval for exemption from the requirements to operate a vessel at:

- Five (5) knots within 50 metres of another vessel
- Five (5) knots within 200m of the water's edge
- Five (5) knots within the 5 knot speed restriction zone.

These approved exemptions apply **only** to operators and vessels associated with the BHSA events and for the dates and times in the BHSA scheduled racing calendar provided that the stated safety controls and undertakings as detailed in the application and BHSA Safety Management Plan are adhered to.

Any vessels operated out of the above times and greater than a 5 knot speed are not operating in accordance to the Marine Safety Act 2010 (Vic) and therefore do so at their own risk and responsibility.

## SCORING PROCEDURES

BHSA does not employ any of the scoring procedures set out in Appendix A of the rules. The winner on corrected time is awarded 100 points, with subsequent finishers awarded lesser points based on their corrected time in relation to the winner's time. This methodology removes the need for skippers to nominate for a series, allowing them to race or not, as they wish.

All races are scored both on boat yardstick (scratch) and skipper handicap. To encourage participation extra points are awarded for starting in a race, but only to handicap points. The methodology is detailed on <http://bhsa.club>.

When a member is rostered for OOD (timelord) duty, in lieu of competing they shall be awarded the average of their series race points plus starting points (as appropriate). They may receive this compensation only once in the series, unless otherwise approved by the Handicapper. Of course they may perform timelord duties as often as they wish.

## YARDSTICKS

BHSA race results are calculated on the basis of established Yardsticks for common boat classes as published by AS (<https://www.sailingresources.org.au/class-assoc/yardsticks-chb-handicap/>).

The 2018/19 Australian Sailing Catamaran yardsticks are calculated/validated with a significant weighting to Small Catamaran Handicap Rating System (SCHRS) ratings for many classes. The SCHRS formula enables variations to be calculated for non-regatta boat configurations (e.g. trapeze/no-trapeze) and AS has provided BHSA with yardstick variations calculated for configurations typically sailed in our races. These include variations for crew numbers and for excess crew weight. AS is unable to provide such variations for monohulled classes.

If a boat competing at BHSA is of a class for which a yardstick does not exist, then the Committee will determine a yardstick based on similarity to other boats, results history, etc. Such yardsticks may be revised as more information on performance is gathered.

BHSA will allow sailors of boats that are available in various rig configurations to choose at their own discretion the rig for each race in a series. Sailors will be required to declare at the start of each series if they wish to have the rig swapping rule turned on for their boat. The AS yardstick for the boat will be the yardstick that applies to the fastest of the rigs used in the series. So, for example, if a Laser sailor uses both the Standard (AS 114) and Radial (AS 118.5) in a series, then the yardstick that would be applied for the series, would be 114. The personal handicap will be at the discretion of the handicapper.

## PERSONAL HANDICAP RATING

BHSA assigns to each member a "back calculated" personal handicap rating determined by the methodology set out in AS procedures. The handicap is updated after every race (at discretion of the handicapper) and is based on the average of the best three of the last five races. Results for handicap events are calculated using this rating. In using a race result to update an individual handicap the maximum value entered is 130% of boat yardstick. The resulting individual handicaps may vary between 98% of boat yardstick and 130%. New members, as well as visiting skippers, are initially assigned a rating equal to that of their boat.

## **ADDITIONAL ADJUSTMENTS FOR MIXED CLASS RACING**

The purpose of AS class yardsticks is to normalise relative performances of different classes of boats when they compete in the same race, for example such as Mirrors, Sabres and Lasers. However the AS recognises that the sailing characteristics of monohulled craft is sufficiently different to that of catamarans to warrant an additional factor in calculating results for races in which both these types compete. This factor, the Mixed Class Correction Factor (MCCF), multiplies the corrected times of catamarans. The methodology for computing the MCCF may be found under dinghy yardsticks (<https://s3-ap-southeast-2.amazonaws.com/piano.revolutionise.com.au/site/kvbib8yiwpcad2ew.pdf>) and involves comparing the corrected class times of the monohulled and catamaran fleets. However the majority of BHSA trophies are awarded separately for the monohulled and catamaran classes so in these the MCCF has no application. Our only series for which the MCCF would be relevant is the Iceberg Handicap Series where classes are not separated because numbers are small, but because the calculation of MCCF is unreliable for small fleets it is not employed (generally to the disadvantage of catamaran skippers).

## **PENALTIES**

The Racing Rules provide for three types of penalties in retribution for rule infringements. The possibilities, to be predetermined in the relevant Sailing Instructions, are disqualification, penalty manoeuvres and time penalties.

In BHSA races any boat that infringes a rule of Part 2 or 3 of the ISAF Rules whilst racing must take a penalty turn or turns (see below) at the time of the incident (rule 44.1). Boats failing to do so will be disqualified. Time penalties (rules 30.2 and 44.3) are not an option permitted by these Sailing Instructions. The penalty for a right-of-way incident (rules 10 to 19) shall be a one turn for catamarans or two turns for monohulls. For touching a mark the penalty shall be one turn for both catamarans and monohulls. Apart from the number of turns to be carried out, the requirements of rules 30, 31 and 44 apply. If a boat has caused serious damage or gained significant advantage in the race or series by her breach she shall retire.

## **OTHER CHANGES TO RACING RULES**

Rules 75 Entering a Race, 78.2 Measurement Certificates, 87 Organizing Authority do not apply.

## **CHANGES TO CLASS RULES**

All sailors are encouraged to maintain their boats to be within the applicable class rules at all times. However, in order to minimize the costs of sailing in what is essentially a low-key club, we tolerate certain deviations from strict class rules as long as such deviations are in the spirit of the class rules and provide no advantage in performance.

The Race Committee may at any time modify the handicap or the yardstick of any boat that does not comply with the class rules if it is considered that the deviations do enhance the on-water performance of the boat.

Examples of allowable deviations from class rules are:

- 1) Multi-purchase rigging which allows easier adjustment on the beach, but which is non-adjustable when sailing.
- 2) In a Laser tackle, additional cleats or pulleys that simulate the boat builder supplied Turbo kit.
- 3) Non-approved vendor manufactured sails which are, as near as possible, identical copies of legal sails.

## **CONFIGURATION MUST BE CONSTANT DURING A RACE SERIES**

A skipper may not change boats during an aggregate. Boats with optional rigs may nominate to swap rigs during a series – see paragraph 2 under Yardsticks. The penalty for swapping rigs without informing the OOD or the handicapper will be a 10% penalty applied to the fastest of the rigs employed.

## **NOTIFICATION OF RACE RESULTS**

Race results are computed promptly (at discretion of the Handicapper) and are distributed to all members via email. Results are also posted on our website.

## PROTESTS

A formal protest hearing will not be convened unless demanded by the boats involved. Skippers who believe that a competitor has taken unfair advantage (i.e. infringed the ISAF Rules) and observes that the offending boat is failing to expiate the fault as required in these instructions, must notify the offending boat of intention to protest (for procedure read rule 61.1). The protesting boat is to verbally inform the OOD of the protest with details. The default outcome of a protest is disqualification unless the protested boat provides a verbal defence satisfactory to representatives nominated by the Committee. You are encouraged to engage in friendly discussion about any incident involving another competitor. The OOD and other Committee members may protest a boat (see rule 60).

While BHSa is a member of Australia Sailing, Rule 70, Right of Appeal, and Rule 71, Appeal Decisions are unlikely to be relevant in non-regatta races.

## ENVIRONMENTAL RULES

It is a condition of our arrangement with the Port of Barwon Heads regarding moorings that no boats or equipment may be washed off or cleaned using any substance other than water. Specifically, no solvents, soaps, acids or alkaline cleaners may be used.

The use of ablating or hard antifouling paint is prohibited on moored boats, and antifouling paint must not be stored in the Club shed.

## COMMITMENTS AND OBLIGATIONS

Competitors participate in BHSa races entirely at their own risk. See rule 4, Decision to Race. The organising authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, or prior to, during, or after a race.

Each participating boat shall be insured with valid third-party liability insurance.

If in doubt, do **not** race.

We have a rescue boat which is always on standby throughout the Summer and Easter Season, but due to the small membership of our club it is rarely manned during a race.

We always sail within a short distance of the riverbanks, so if you have a problem with the boat or the crew, beach the boat, lower your sail and await rescue.

The rescue boat is always ready for action in the Summer and Easter Series and if you are in distress the OOD will dispatch the rescue boat to you. However, if you are not distressed, it may be that you will need to wait until the first boats have finished before someone attends to you.

Also remember the first rule of sailing: - 1.1 Helping those in danger. A boat or competitor shall give all possible help to any person or vessel in danger. The Timelord and Handicapper will give you a reasonable time allowance if you need to render assistance in these circumstances.