



SAILING INSTRUCTIONS 2021-22

SHELLEY SAILING CLUB INC
PRISONERS POINT

SHELLEY
WESTERN AUSTRALIA

1: RACING RULES

1.1 Governing rules

Races conducted by the Shelley Sailing Club shall be sailed under the Australian Sailing "Racing Rules of Sailing" for 2021-2024 (RRS). These sailing instructions, and the rules of each Class concerned. These instructions may be altered by oral instructions given at the skippers briefing held approximately 20 minutes prior to the first warning signal of relevant starting sequence.

1.2 Exoneration rules

The RRS exoneration rules are modified as follows:

- Catamarans need only complete one 360 degree turn to satisfy the requirements of the rules.

2: STARTING

2.1 Start times

Open Series races are scheduled to start at 1400 hrs with the first 5 minute warning signal at 1355 hrs. A briefing is held approximately 1335 hrs.

2.2 Mass start in all classes

Races will be started in accordance with the (RRS) rule 26 (5 minute intervals). For the first class to start, the signal shall be:

- Warning signal: Class colour displayed, accompanied by a sound signal. (5 minutes before start)
- Preparatory signal: Code Flag I displayed, accompanied by a sound signal. (4 minutes before start)
- One Minute signal: Code Flag I obscured and accompanied by a sound signal.
- Start signal: Class flag obscured, accompanied by a sound signal.

The warning signal for each succeeding class shall be made with the starting signal of the preceding class.

2.3 Handicap start

- Warning signal: Sound signal (5 minutes before starting sequence)
- Preparatory signal: Code flag I displayed, accompanied by a sound signal (4 minutes before start)
- One minute signal: Horn sounds and number (30) displayed. Code flag I obscured.
- At scheduled start time Horn sounds and first number drops to 29.

Numbers drop each minute counting down to zero. Boats start as their fall number (as shown on the handicap sheet) is concealed from vision.

2.4 Fleets and nominal starting order

Fleets will be assigned at the discretion of the Management Committee, and may include mixed fleets of several classes. The fleets, and starting order for these fleets may be changed at the discretion of the Management Committee. The nominal starting order is as follows:

- 1 Catamarans
- 2 Senior Monohulls – Lasers, Moths, 470s and other classes as determined by the Club
- 3 Senior Monohulls – Herons and other classes as determined by the Club.
- 4 Junior Monohulls – Minnow and other classes as determined by the Club.

The nominal fleet class flags/colours are as follows.

- Catamaran: Yellow
- Senior Monohulls: Red & Blue Diagonal
- Junior Monohulls Yellow & Black Diagonal
- Minnows Black
- Laser: Red
- Heron: Blue
- Moth: Green

2.5 Number of boats

When fewer than two (2) boats nominate for any start in a scheduled race, the race for that fleet, or start, shall be abandoned automatically, and there will be no start for that fleet. The abandoned race may be re-sailed at the discretion of the Officer of the Day.

2.6 Starting line (Club Start)

The starting line is a line between the windward edge of the outer starting line buoy, which shall fly a flag, and the orange line on the start box. Boats must start between the outer start buoy and an inner crowding buoy. When no inner crowding buoy is laid, the line shall be from the outer buoy to the orange line on the Start Box. The line may be shortened after the start.

2.7 Starting line for (Boat Start)

The starting line is a line between the windward edge of the outer starting line buoy, which shall fly a flag, and the mast/staff flying an orange flag on the Start Boat. Boats must start between the outer start buoy and an inner crowding buoy near the start boat.

2.8 Recall signal

For individual boats one horn blast after the starting signal and code flag X displayed. The offending boat will be disqualified if it does not return. The flag will be reset when the offending boat returns, or after 4 minutes for mass starts or 1 minute for handicap starts.

A general recall is signalled by two horn blasts after the start signal and the first substitute flag is hoisted. The warning signal for a new start for the recalled fleet/group shall be made with the starting signal of the last fleet/group scheduled to start in the original starting sequence. If more than one fleet/group is subject to general recall then the warning signal for the new start for each subsequent recalled fleet/group shall be made with the starting signal of the of the restart of the prior recalled start.

3: POSTPONEMENTS

Signalled by raising Answering Pennant (red & white stripes) and accompanied by 2 horn blasts.

To restart after postponement the Answering Pennant will be lowered accompanied by 1 Horn Blast. The new warning signal (5 minute) will be made not less than ONE minute after the Answering Pennant is lowered.

In the event of a race being abandoned, setting of a date for a resail, if any, is up to the discretion of the Sailing Committee.

4: THE COURSE

The designated course for each class will normally be advised at the briefing and may be signalled by Numeral Pennant at the time of the preparatory signal for each class.

4.1 Convict Fence and Exclusions Areas

- a. On any leg of a course, boats must not cross the line of the "convict" fence (submerged or otherwise) with the exception of gaps indicated by Department of Transport channel markers, and the two gaps upstream of the club house designated as Whitehouse Gap and Commando Gap respectively, as depicted in the schematic map in Appendix A.
- b. Sailors are advised that the fence line in the vicinity of the Fifth Avenue mark (western end of convict fence) extends under water southwest from the wreck zone to the western most port channel marker. On any leg heading to or from the Fifth Avenue mark or Shelley Mark (or any other mark in a similar position), or to or from any mark on the northern side of the fence, all boats must pass on the channel side of the Port channel markers adjacent to the eastern and western ends of the convict fence, i.e. boats MAY NOT pass through the fence line including the submerged portion as depicted in the schematic map in Appendix A

5: FINISHING LINE (CLUB FINISH)

The finishing line is a line between the leeward side of the outer finishing line buoy, which shall fly a flag, and the orange line on the start box. Boats must finish between the outer finish buoy and an inner crowding buoy (if present).

6: CROSSING THE FINISHING LINE DURING OR AFTER THE RACE

Boats will be disqualified if, after they have started, they pass through the finish line at any time other than when finishing. Boats shall keep clear of the finish line after having finished. When any part of a boat has crossed the start/finish line shall be deemed as having started/finished. Any boat that drifts back through the line after starting or finishing may continue on their normal course to complete their intended tack without penalty.

7: SAILING BEFORE THE START

Boats must be sailing at the time of their warning (5 minute) signal or be subject to disqualification. Any boat on the course side of the start line during the last minute prior to the start signal must return to the pre-start

side of the line around the outer start buoy or inner crowding buoy. Fleets not under the 5 minute warning signal shall keep clear of boats whose fleet flag/colours is displayed.

8: DECLARATION OF INTENTION TO START/FINISH

"Signing on" (nominating) for races is compulsory. Sailors who do not sign on / nominate for a race shall be scored as Did Not Start. It is the responsibility of all those competing to ensure that all relevant information, including adequate sail identification and names of helmsman and all crew are completed on the nomination sheet for each race otherwise nomination shall not be accepted. If a series of races are to be sailed in a back-to-back format in a single session then it is only necessary to sign on once for that series of races. Withdrawal shall be notified to the starting team or Officer of the Day as soon as is practicable after withdrawal.

9: TIME LIMIT

The time limit shall be 2 hours for junior races and 3 hours for open races unless otherwise noted for special events/regattas. If no boat in a fleet finishes within the time limit the race will be abandoned. All boats finishing more than 40 minutes after the first boat in their fleet shall be scored "Did Not Finish".

10: SUBSTITUTIONS

There shall be no substitution of the crew nominated as helmsperson during racing.

11: SHORTENING THE COURSE

Code flag S displayed in conjunction with the Class flag at a rounding mark signals that the course has been shortened. After rounding that mark proceed directly to the finish line and cross the finish line in the direction of the course from the last rounding mark. Where no class flag is displayed the shortened course applies to all classes.

12: ABANDONMENT AND STRONG WINDS

Races may be abandoned at the discretion of the Officer of the Day if the Officer of the Day considers that conditions do not provide safe racing. Criteria the Office of the Day may consider when making this decision include, but are not limited to:

- a. Weather conditions, including wind strength and anticipated changes in course conditions (including wave heights, visibility, water depth and tide),
- b. Availability of rescue boats, and the ability of the rescue boats to be contacted and provide coverage to all boats sailing, and
- c. The experience and ability of the sailors in each fleet

If the wind speed half an hour prior to briefing consistently exceeds 20 knots then a meeting of the Sailing Committee may be called by the Officer Of The Day to determine whether racing will proceed. If such a meeting is called then the majority decision will prevail. If the Officer Of The Day determines that the wind speed consistently exceeds 25 knots then the race will be abandoned. **It is the sole responsibility of each skipper to decide whether or not to start or continue to race at any time.**

13: PROTESTS

A boat intending to protest shall always inform the other boat at the first reasonable opportunity. When her protest concerns an incident in the racing area she shall hail 'Protest' in accordance with RRS rule 61.1. Protests (together with a \$5.00 protest fee) must be lodged with the Officer Of The Day (who will forward them to the Sailing Committee) within 30 minutes after the last boat in the race finishes, or if there is a series of back-to-back races, within 30 minutes after last boat finishes the last race of the series of back-to-back races.

14: CATAMARAN RIG

During Club Championships, catamarans must be sailed the entire series either, Cat Rigged, Sloop (two up) or Super Sloop (one up with jib and or trapeze).

For Windrush 14 Catamarans sailing as Sloop rig, the crew only may use a trapeze. This rule modifies the Windrush 14 class rules.

15: BUOYANCY VESTS

A life jacket or approved buoyancy vest meeting Australian Standards (4758, 1512, 1499 or 2260) is to be worn by all skippers and crews. Those not adhering to this rule shall be automatically disqualified.

16: HANDICAP SYSTEM**16.1 Yardsticks**

a. Yardstick numbers for the duration of the 2021/22 season will be those listed hereunder:

Fleet	Setup	Yardstick
Catamaran*	Windrush 14 Cat	92
	Windrush Sloop rig	92
	Windrush Super Sloop	89
	Calypso 4.5	92
	Hobbie 16	80.5
Senior Monohull	Laser 4.7	125
	Laser Radial	118
	Laser Full Rig	114
	Scow Moth	115
	470	101
	Heron	148
	Mirror Gunter	145
	Mirror Bermuda	145

*Windrush 14 Catamarans sailing with spinnakers will be assigned the same yardstick as their base setup

b. Boats outside these classes will be assigned a yardstick based on the current published Australian Sailing Yardstick system after consultation with the relevant Class Captain.

c. Boats without Australian Sailing Yardstick numbers published in the current listing will be allocated Yardsticks after consultation with the relevant Class Captain.

16.2 Calculations

Calculations used for corrected times are:

Corrected Elapsed time = (Finished Time – Start Time) * 100/Yardstick

Corrected Handicap time = (Finished Time – Start Time) * 100/(Yardstick + Handicap)

This method is incorporated into the results program and takes into account both yardstick and handicap for each boat's elapsed time and is widely used.

Unless otherwise notified, the system by which handicaps are adjusted is:

1 st place	Penalty 3 %
2 nd place	Penalty 2 %
3 rd place	Penalty 1 %
4 th place	No penalty

All others who nominate 1 percent increase in handicap. All handicaps will therefore, be in multiples of one percent. For races conducted for mixed fleets elapsed time will be adjusted by a yardstick.

Handicaps will be available upon nomination, this being the responsibility of each Class Captain.

16.3 New members

New members will be placed on a handicap at the discretion of the Class Captain. After not more than three races this discretionary handicap is to be reviewed by the Class Captain and the resulting handicap will be subject to the normal handicapping adjustments from then on.

16.4 Visiting boats

Visiting boats will be given scratch handicap or a suitable handicap at the discretion of the Class Captain and are entitled to pennants only, unless otherwise specified in the Sailing Instructions or Notice of Race for the event.

17: SCORING SYSTEM

17.1 Points system

The low point system as follows will be used. It overrides RRS rule A4.2:

First place 1 point
Second place 2 points
Third place 3 points and so on for all finishers.
Did not finish/Disqualified - Number who finished plus 1 point.

Did not start - Number who started plus 1 point.

17.2 Dropping heats

The number of heats that can be dropped in consistency and championship series is:

20 Heats conducted in the season	- drop 5 heats
15 Heats conducted in the season	- drop 4 heats
12 Heats conducted in the season	- drop 3 heats
8 Heats conducted in the season	- drop 2 heats
7 Heats conducted in the season	- drop 1 heat

17.3 Club championship points

Before championship points can be allocated for a heat, the skipper of a boat must be a full financial member of the Shelley Sailing Club at the time of the race. With the exception of new members joining mid-way through a season, membership payments are due before the 1st of November.

18: JUNIORS

Juniors are persons under the age of 18 years or full time students under 21 years at the commencement of the sailing season.

19: LIABILITY, RESPONSIBILITY AND INSURANCE

All those taking part in races conducted by Shelley Sailing Club Inc do so at their own risk and responsibility. It is the skippers' responsibility to ensure that they carry appropriate insurance. The Shelley Sailing Club is not responsible for the seaworthiness of a boat whose entry is accepted, or the sufficiency or adequacy of its equipment. The Shelley Sailing Club reserves the right to refuse any entry.

Attention is drawn to RRS Part I Rule 4 'Decision to race' that states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

All boats participating in Club events must be insured with valid third-party liability insurance with a minimum cover of AUD \$10 million per incident or equivalent, with the Club recommending that all boats have comprehensive insurance cover. By entering club events skippers have made a declaration that they comply with these requirements.

20: ROSTERED DUTY

Boats who forego sailing for rostered duty by the skipper or regular crew will receive compensatory points so as not to be disadvantaged.

Average points for the three races finished by the boat in that series immediately prior to the rostered date will be awarded. If less than three races have been finished by the boat, then the average of those races will be used. If no races have been finished, then points will be assigned at the discretion of the Management Committee.

If for any reason the nominated person is unavailable for rostered duty, it is up to that person or their respective Class Captain to organise a suitable replacement.

21: MEDIATION

A mediation hearing may be conducted in place of or prior to any protest at the election of the aggrieved parties to an alleged infringement of RRS. If unresolved by mediation then the matter shall be proceeded with in accordance with Part 5 of the RRS dealing with protests. The mediator will be appointed by the Sailing Committee and not participate in the actual protest.

22: TROPHY AWARDS

At the Management Committee's discretion, class fleets will receive Championship trophies based on the average number of boats sailing within its fleet, with the following as a guide:

- 2 - 5 boats - 1st Place trophy
- 6 - 10 boats - 1st and 2nd Place trophies
- over 10 boats - 1st, 2nd and 3rd Place trophies

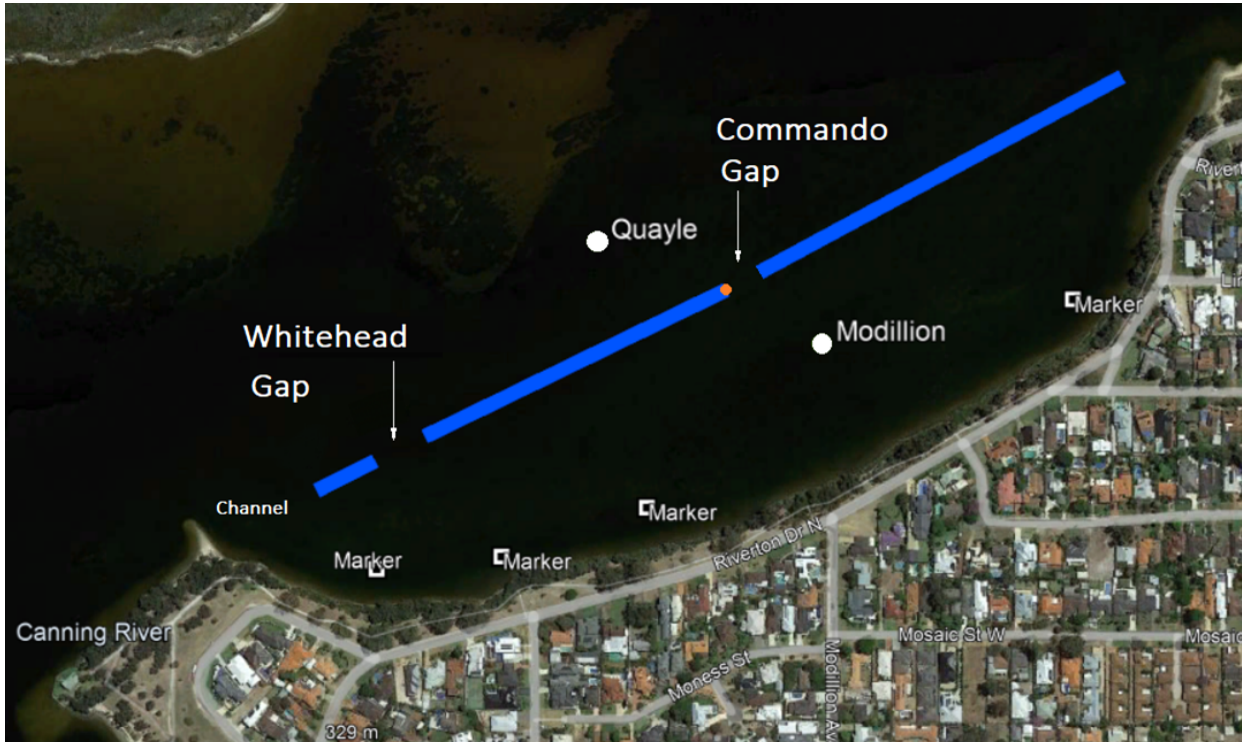
Trophies will be awarded at the Management Committee's discretion, with the following list as a guide, which may be adjusted for mixed fleet:

- Class Champion - Over the line
- Class Consistency - Handicap system
- Opening Day (Catamarans & Monohulls) - Handicap system
- Convict Bay Regatta Champion (Catamarans & Monohulls) - Handicap system
- Convict Bay Regatta Line Honours (Catamarans & Monohulls) - Over the line
- Cock of the Canning (Catamarans & Monohulls) - Over the line on Yardstick
- Novelty Awards – e.g. Pluckiest Sailor

Note: The winner (1st place) of a Club Championship trophy in a Fleet/Class is ineligible for a consistency trophy in that Fleet/Class for that year.

Appendix A: Course Maps

Location of convict fence line gaps eastward of clubhouse (see 4.1a)



Location of submerged wreck and convict fence line in vicinity of the 5th Avenue mark (see 4.1b)

