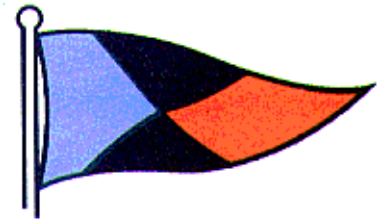

NEWHAVEN YACHT SQUADRON
PHILLIP ISLAND VICTORIA
SAILING INSTRUCTIONS 2018-2019

1. RULES

All races will be governed by the current Racing Rules of Sailing (RRS), the prescriptions and Special Regulations of Yachting Australia, the rules of the relevant classes (except as any of these are altered by these Sailing Instructions) and by these Sailing Instructions.

2. NOTICE TO COMPETITORS

Notices to competitors will be posted on the official yacht racing notice board on the lower floor of the NYS club house.

3. CHANGES TO SAILING INSTRUCTIONS

Any changes to sailing instructions will be posted not later than one hour prior to the scheduled starting time of the race. Changes to the schedule of races will be notified on the club notice board, in the NYS quarterly or on the website.

4. SIGNALS MADE ASHORE

Signals made ashore will be displayed on the signal mast at the NYS club house and may be read as follows:

4.1 Code flag 'L'

There is a notice on the notice board regarding today's race.

4.2 Code flag 'A P' (Answering Pennant)

Plus 2 sound signals when raised and 1 sound signal when lowered.
Today's race is postponed. Participants shall not leave the marina area before receiving further instructions, which will be posted on the notice board, after the lowering of this signal.

4.3 Code flag ‘N over A'

Plus 3 sound signals when raised.
No race today.

5. SCHEDULE OF RACES

These Sailing Instructions apply generally to NYS club events. Start times will be as set out or amended on the club notice board, in the NYS quarterly or on the website.

6. DIVISION FLAG

All starts will be indicated by Numeral Pennant 1 (one), except when Division 2 is held, when Pennant 2 (two) will be used.

7. RACING AREA AND COURSES

7.1 The Racing Area

Unless otherwise notified, the racing area will be between marks chosen from the list of fixed or semi-permanent navigation beacons and orange coloured buoys as shown in Appendix 1.

7.2 Courses for Each Race

The preferred or likely courses for each race will be announced at the briefing on the day of each race. In the event of an appreciable wind change, the course may be changed. This change will be signalled from the race committee boat either by radio or using the appropriate course ID flags flown at least 10 minutes before the start. A change of course may be accompanied by a delay signal to allow the committee boat time to move to a new position.

7.3 Long Distance Races

Long distance races such as the Lyall Williams Races, the Half Phillip Island races, Waratah Bay and the Commodore's Cup will have courses advised at the briefing prior to those races.

8. STARTING - MASSED STARTS

8.1 Signals

Where there are sufficient entrants races shall be started in accordance with Racing Rules of Sailing rule 26. The warning signal will be 5 minutes before the starting signal.

8.2 Starting Line

The starting line will be between a staff displaying an NYS Pennant on the race committee boat, located on the starboard end of the line and the Mark buoy, nominated as the Start Mark at the briefing, at the port end of the line.

8.3 Additional Mark

An additional mark may also be moored near the committee boat end of the starting line (but not necessarily on this line) and if so then no yacht may pass between this 'anti-barging buoy' and the committee boat.

9. RECALLS

9.1 Individual Recall

An individual recall shall be signalled in accordance with RRS rule 29.1.

9.2 General recalls

A general recall shall be signalled in accordance with RRS rule 29.2.

9.3 Starting Penalties

The starting penalties listed in RRS rule 30 will be signalled as required by the Sailing Sub-Committee.

10. STERN CHASER STARTS

10.1 The winter series of events will use the stern chaser or listed handicap method. All yachts will sail as one division on the same course.

10.2 Each yacht be given a set start time and will start by their own timing within 50 metres of the nominated mark and pass between the mark and the NYS control tower. Start times for each yacht will be available before each race.

10.3 Boats noted to have started early will be penalised the amount of time the boat was early plus 3 minutes. RRS rule 30 shall not apply.

10.4 Finishing order will be the order the yachts cross the finish line and no other handicap will apply.

11. CHANGE OF COURSE AFTER THE START

Other than the shortened course procedures prescribed in RRS rule 32, a course may only be changed after the start of a race if it is considered by the Officer of the Day not to affect the outcome for any particular boat. A new race with a new course may be started following abandonment of the original race. Refer to RRS rule 27.

12. THE FINISH

12.1 The Finish Line

The usual finish line will be an imaginary line drawn between the NE corner of the clubhouse radio room and the green beacon (H). This line must be crossed within 50 metres of the green beacon.

Under certain circumstances, a mark may be nominated as the Finishing Mark. This will be advised at the race briefing, or signalled as part of the Shortened Course procedure.

12.2 Shortening Course

The shortening of a course during a race will preferably be signalled by the race committee boat as detailed in RRS rule 32. Shorten course instructions may also be given by radio instructions on VHF 73 to shorten at a mark in view of the clubhouse. Boats need to pass within 50 metres of the shortened course mark when finishing.

13. TIME LIMIT

The nominal time limit for Summer and Winter aggregate races will be 3 hours for the first boat to finish and 4.5 hours for all remaining boats. The OOD may extend these times marginally, if in doing so a ‘no race’ is avoided. An adjustment of the 3 hours’ time limit shall also be proportionally applied to the 4.5 hour limit.

14. PROTESTS

14.1 Forms

A Protest shall be written on a form available at the race control centre and lodged there within one hour of the last boat’s finish time.

14.2 Order of Hearing

The Protest Committee will hear protests in the order they were received and as quickly as possible, subject to the mediation process outlined below.

14.3 Notices

Protest notices will be posted within 30 minutes of the protest time limit to inform competitors where and when protests will be heard, to which they may be required to attend as parties or as witnesses.

15. MEDIATION

Mediation aims to improve understanding and adherence to the RRS and provide a simple, fair and less formal means of settling disputes. The party that broke a rule is offered the chance to take a reduced penalty. Such mediation alters RRS rule 63.

15.1 A mediation hearing will be conducted for all protests which allege an infringement of a rule of RRS Part 2 or 4, provided there was no contact that could have caused injury or serious damage. Such hearings will be held prior to a protest hearing.

15.2 The mediator will be appointed by a Flag Officer and shall be an experienced member of the Sailing Sub-Committee. The mediator may be a member of any subsequent Protest Committee.

15.3 The time and place of the mediation hearing will be decided by the mediator as soon as reasonably possible and such advice may be given verbally.

15.4 One representative of each boat will attend the mediation hearing and no witnesses shall be allowed. The mediator will decide the manner in which testimony is given.

15.5 After taking testimony at the mediation hearing the mediator shall make one of the following conclusions:

a) The protest does not comply with rule 61 and the *protestor may withdraw the protest*.

b) The matter will *proceed to a protest hearing*. This may be because rules other than Part 2 or 4 are or may be involved, or because evidence is too complex or divergent to reach a reasonable and timely conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the mediator.

c) No rule was broken and the *protestor may withdraw the protest*.

d) A rule was broken and the protested may accept a mediation exoneration penalty. The infringing boat may accept scoring points by having her race score increased by 25% of the difference between the boat's finishing score and the number of entries in her division or class, rounded up to the nearest whole number, but not worse than a DSQ. The race score of other boats will not be adjusted. This alters RRS 63, 64.1(a), 66 and Appendix A. If so accepted the *protestor shall withdraw the protest*.

e) If a rule was broken and the boat gained a significant advantage in the race or event by the breach, the mediation exoneration penalty shall be to retire. If so accepted the *protestor shall withdraw the protest*.

15.6 A mediation hearing will not be re-opened. The conclusion of a mediator will not be subject to appeal or be grounds for redress.

15.7 Any evidence given by a mediator during a protest hearing will be given only in the presence of the parties to the hearing. The mediator is not required to provide a report to the Sailing Sub-Committee but should take their own notes of the mediation hearing.

15.8 If a skipper is not sure if they have infringed a rule, they may ask for a mediation hearing.

16. SCORING

16.1 Club Championship

Scoring of the aggregate series for Club Champion [Division 1] will include all the Aggregate Series Races, the Commodore's Cup and either the Lyle Williams or Half Phillip Island Race. The number of Aggregate Series Entrants is defined as the number of entrants who have paid for a series entry, no later than the third race in each series. Scoring will be by the 'Low Point Scoring System' as described in the RRS Appendix A.

16.2 Keel Boat and Trailable Championships

Scoring for the Keel Boat and Trailable Championships will be awarded using the 'Low Point Scoring System' as described in the RRS Appendix A, using the best five Aggregate Series Races, with scoring based on performance handicaps adjusted under Yachting Victoria (YV) guidelines after each race.

16.3 Tie Breaking

The method for breaking ties is to give precedence to the competitor with the highest number of first placings and then second placings and so on until the tie is broken. In the event this does not declare a position, RRS rule A8 shall apply.

16.4 Officer Of the Day score

Where a vessel does not compete due to OOD duties a score equal to the average of all aggregate races sailed will be used.

16.5 Resail - Aggregate Races

If a race is lost In the Summer Season, the results from a Resail Race will be included in the series results. The date of the Resail Race will be advised with the other race dates.

16.6 Discards - Winter Series

Where 5 or 6 Winter races are held in a series the best 4 results for each yacht will be counted. Where 4 Races or less are held, all results are to count.

17. SIGNING ON/OFF

17.1 Entries for each race shall be made on the form provided at the briefing up until the end of the briefing session. Yachts must also sign on via radio, prior to the race start, with VJ3ND. Failure to sign on/off will result in a DSQ result.

17.2 The OOD/Control Room must be advised if a yacht is retiring from the race.

17.3 By presentation time after each race the skipper or nominated representative of a finished yacht must sign off on the form provided to declare that he/she has completed the race according to the rules. This may be amended in the event a competitor is unable to return to the Squadron due to tide restrictions; the OOD/Control Room must be advised accordingly via radio.

18. RADIO COMMUNICATIONS

18.1 Call Signs

The race committee boat and all yachts will operate on **VHF 73** for the duration of the race. The call sign of the race committee boat will be advised at the briefing. The NYS call sign is **VJ3ND**. The Club Boat call sign is **NH11**.

For longer distance races VHF radios may be also be used on call channel 16 and working channel 21 if necessary. It is mandatory that all competing vessels have an operating radio.
Except in an emergency a boat shall neither make radio transmissions while racing nor receive radio communications not available to all other boats. This restriction also applies to mobile phones.

18.2 Radio Watch

All competitors are required to maintain a radio watch for the duration of the race and until they have returned to the marina. The requirement to sign on by radio before starting is a check to ensure radios are functioning adequately. If a yacht does not sign on prior to the five minute warning they will incur a three minute penalty. A yacht that fails to sign on will be disqualified from that race. If radio communications fail during the race other competitors are requested to pass on any information. In case of failed radio communication, mobile phones may be used as a last resort. Yachts may be asked, by radio, to check on a nearby competitor or to render assistance.

19. THE USE OF MOTORS

The use of motors is governed by RRS rule 42.3 (g, h and i). The use of an engine is permitted to get clear after grounding or colliding with a vessel or object, provided the yacht does not gain a significant advantage in the race.

20. CODE OF BEHAVIOUR

Good sportsmanship is encouraged by the NYS Core Values. Competitors should be aware that belligerent behaviour towards a competitor or race official is Gross Misconduct as defined by RRS rule 69.1 (a).

21. DISCLAIMER OF LIABILITY

Competitors participating in races conducted by NYS do so entirely at their own risk. The organising body will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the racing.

Attention is drawn to the Part 1 Fundamental Rules 1 to 5 concerning safety, fair sailing, acceptance of the rules, the decision to race and the use of drugs. In particular, attention is drawn to Rule 4 which states:

‘The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.’

This rule must be read in full, understood and accepted by all competitors competing in NYS races.

22. INSURANCE

All competitors are required to have personally, or through their boats, Third Party Liability Insurance to a minimum of **$10,000,000** and adequate racing insurance.

APPENDIX 1

OUTLINE OF COURSES

- Courses for the club Aggregate series of races may be selected from the following list, with minor changes made by the OOD to suit conditions.
- Long distance races will have a special course announced at the briefing for each race.
- Courses for other events will be as advised at the briefings for those races.

PORT COURSES

Leave all marks to Port, unless shown as "(S)" which are to be left to Starboard

Course No	Sequence of Sailing	Approx Distance in nm	Preferred Wind Direction
P1	**Start - C - B - A - C - A - C - A(S) - Finish**	**11.6**	**NE**
P2	**Start - C - B - A - C - A - C - B - A(S) - Finish**	**14.9**	**NE**
P3	**Start - A - D - B - A - B - A(S) - Finish**	**10.0**	**SE**
P4	**Start - A - D - B - A - B - A - D - A(S) - Finish**	**13.4**	**SE**
P5	**Start - D - B - A - D - A - D - A(S) - Finish**	**12.0**	**N**
P6	**Start - D - B - A - D - A - D - B - A(S) - Finish**	**13.9**	**N**
P7	**Start - B - A - D - B - D - B - A - D - A(S) - Finish**	**15.1**	**SW or SE**
P8	**Start - A - F - E - A(S) - Finish**	**13.3**	**N or SE or SW**

STARBOARD COURSES Leave all marks to Starboard			
Course No	**Sequence of Sailing**	**Approx Distance in nm**	**Preferred Wind Direction**
S1	**Start - C - A - B - C - A - C - A - Finish**	**10.1**	**NE or E**
S2	**Start - C - A - B - C - B - C - A - Finish**	**13.7**	**E**
S3	**Start - A - B - C - A - C - A - Finish**	**10.5**	**SW**
S4	**Start - A - B - C - A - C - A - B - A - Finish**	**13.9**	**SW**
S5	**Start - B - D - A - B - A - B - A - Finish**	**12.2**	**NW**
S6	**Start - B - D - A - B - A - B - D - A - Finish**	**13.9**	**NW**
S7	**Start - A - B - D - A - D - A - B - A - Finish**	**13.4**	**S**
S8	**Start - A - B - D - A - D - A - B - D - A - Finish**	**15.1**	**S**

MARK	GENERAL DESCRIPTION OF MARK
A	Red beacon - known as Newhaven Top Pile Light
B	NYS Red/Orange buoy with triangular mast - Near Churchill Island
C	NYS Red/Orange buoy with triangular mast - Near the mouth of Bass River
D	East Cardinal Mark at Loelia Shoal
F	Hydrology Pile at SE corner of Elizabeth Island
G	Yellow buoy - West Cardinal Mark approx 1.3 nm NNE of Cowes Jetty
H	Green beacon on timber structure - known as Newhaven Bottom Pile Light
J	NYS Buoy at Coronet Bay (laid as required for long races)
K	West Cardinal Mark at Loelia Shoal