



Kurnell CUP

March 12, 13, 2016

Kurnell Catamaran Club

-- Sailing Instructions --

1. INTRODUCTION:

O'pen BIC regattas run a little different to regular regattas, so for those used to racing, be prepared for some surprises, and for those new to racing, enjoy the experience and most of all, remember, O'pen BIC sailing is about FUN!! Following is a summary of what we expect to cover with regard to on water sailing activities during the course of the regatta.

1.1 **Point Score Racing:** This section of the regatta will be just like any other apart from a few changes that will be outlined in these sailing instructions.

1.1.1 **Split fleets:** All sailors (with their parents) will decide whether they want to sail in the **gold fleet** or the **silver fleet**. The gold fleet will be made up of the more experienced sailors that have raced before or can sail to a windward mark confidently. The silver fleet will be made up of sailors new to racing; they will have a similar, but shortened, course with coaching assistance for the boats at the rear of the fleet throughout the racing.

1.1.2 Once a sailor's decision has been made to sail in either the gold or silver fleets **they cannot change** without permission from the race officer.

1.1.3 Silver fleet sailors will fly a blue ribbon from the top of their mast (to be provided by the organising authority).

1.2 **Adventure & Novelty Races:** These events may include an adventure race and other various novelty races that may involve capsized starts, le mans starts and down wind slalom courses. More info will be provided on the day. **THESE RACES DO NOT GO TOWARDS THE OVERALL POINT SCORE**, but there will be spot prizes awarded for these. These races may be made up of both the Gold and Silver Fleets sailing together.

2. RULES ADVISORY BOATS

2.1 The organising authority will appoint a number of Rules Advisory boats for this regatta; the principal role of these boats will be to provide general advice to competitors during and following the days sailing of which may include a debriefing session.

2.2 The boats may also provide on-water coaching to any boat in the silver fleet at any time before, during or after racing.

2.3 Rules Advisory boats will be required to fly an O'pen BIC Class flag.

2.4 The number of Rules Advisory boats will be decided according to the number of competitors.

3. RULES

The regatta will be governed by the rules as defined in *The Introductory Rules for Sailing V1.01*, (Appendix 1), **except where modifications/additions are stated below:**

3.1 Have fun, sail fairly, and respect your fellow competitors.

3.2 Competitors must remain on or near their vessels at all times.

3.3 When capsizes, freestyle moves or penalties are required, you must make sure you are clear of all other competitors during these manoeuvres. Failure to do so may result in a penalty.

3.4 Sailors may only be disqualified from a race (or event) as a result of Gross Misconduct, which is determined at the discretion of a Rules Advisory boat (see Instruction 4.4 for further detail).

3.5 All judging will be conducted on-the-water by the Rules Advisory Boats, **Rule 10 of ISAF's Introductory Rules for Racing V1.01 does not apply**. See Instruction 4 which outlines the Penalty System in further detail.

3.6 Pumping is not allowed.



4. PENALTY SYSTEM

- 4.1 No protests will be accepted. O'pen BIC Cups will be decided on the water by a Rules Advisory boat, not in the protest room.
- 4.2 The decision of any Rules Advisory boat is final.
- 4.3 Rules Advisory boats will each carry a red penalty flag. Any boat seen to be committing a penalty, will be identified by sail number, shown the penalty flag, and asked to do a penalty turn including one 360° turn (one tack and one gybe in a continuous direction in any order). Failure to complete this penalty turn at the first safe opportunity will result in another penalty turn (total 720°).
- 4.4 Gross Misconduct may include, but is not exclusive to :
 - Repeated infringement of rules,
 - Non-respect of the "Black Flag" if flown during the starting sequence,
 - Non-respect of the decisions of a Rules Advisory boat, or
 - Sailing that is considered "dangerous" by a Rules Advisory boat.Gross Misconduct may result in exclusion from the race and/or regatta.
- 4.5 Sailors are encouraged to approach Rules Advisory boats at any time outside the running of an actual race if they are unclear about the rules or need clarification.
- 4.6 In the true spirit of fair competition sailors are expected to govern their own sailing. That is, if you know you have broken one of these simple rules, then you should make a penalty turn whether or not your infringement was seen by the Rules Advisory boats.

5. SCHEDULE

The priority for the weekend is to complete a number of Point Score races. The number of races will be decided by the Race Committee according to the actual and forecasted wind and water conditions. See below additional comments under "The Courses". Adventures Races will only take place should the Race Committee decide there is sufficient time to do so.

6. SIGN ON and OFF

- 6.1 Skippers are responsible for nominating their intention to race their boat on the race nomination form prior to the start of each day.
- 6.2 A boat that has not been nominated will be considered as a non-competitor.
- 6.3 Crew members shall be listed on the nomination form.
- 6.4 Where multiple races are held back to back, sign on will only be required once only, prior to leaving the shore before that group of races.
- 6.5 Skippers are required to Sign Off within 30 minutes of finishing if no further racing is being conducted. Failure to do so may be considered "Gross Misconduct" by a Rules Advisor.

7. RETIREMENT

Competitors that do not finish shall on returning to shore notify the Race Officer as soon as practical.

8. SAFETY

- 4-1-8.1. It is recommended that races should not be started if the Principal Race Officer determines that the wind speed has exceeded 22 knots and/or that races should be stopped and sailors directed to shore if safety is compromised. All decisions in this area shall be made by the Principal Race Officer.
- 4-2-8.2. It's a required that all skippers and their crew wear an Australian Standards Approved Type 1, 2 or 3 Personal Flotation Device. Failure to do so may be considered "Gross Misconduct" by a Rules Advisor.



9. THE COURSES

- 9.1 A diagram of the course will be displayed on the blackboard at the briefing.
- 9.2 It is expected that the first placed sailor will finish each race after approx. 30- 40 minutes.

10. START SEQUENCE

- 10.1 The start sequence will be as described in ISAF's RRS 2009-2012:

Signal	Flag and Sound	Minutes before Start Signal
Warning	Class Flag, 1 sound	5
Preparatory	P or Black Flag , 1 sound	4
One Minute	P or Black Flag Removed, 1 sound	1
Starting	Class Flag Removed, 1 sound	0

- 10.2 Rule 29.1 with regards to "Individual Recalls" may be modified in the SI as follows:
 - In addition to the X Flag displayed on the starting boat, the Rules Advisory boat(s) may inform a competitor that they were over early and need to make a penalty.
 - The Rules Advisory Boat(s) will, at their discretion, penalise according to the length of the early start: 720 or "re-start" as per the standard procedure. The objective of this rule is that no competitor sails the entire course only to find out upon return to shore that they were over early and therefore disqualified from the race.
- 10.3 The I and Z flags shall not be used.
- 10.4 The race officer at his discretion may decide to finish boats before the end of a race in the order that they are in at that point.

11. SCORING

- 11.1 The Low Point System will apply.
- 11.2 In general, 1 result may be discarded for every 4 races completed.
- 11.3 2 races are required to be completed to constitute a valid series.
- 11.4 When age/gender divisions are raced concurrently and on the same start, results maybe recalculated into each separate division.

12. Teams racing

Teams are made up of three boats per team which will be decided on the day. Two teams race against each other over a short course about 8-10 minutes in length .Scores of all team members are added up to obtain a result. Teams will be given a coloured flag to attach to the rear of the boom. All teams will race against every other team at least once.

The result may be decided on the total of those scores or finals may be ran at the discretion of the race officer due to the time and wind available.

The course, rules and tactics will all be outlined at the briefing.

Remember: **HAVE FUN, SAIL FAIRLY, AND RESPECT YOUR FELLOW COMPETITOR!**

We recommend that all those sailors new to sailing events study the website <http://www.newtosailing.com/> for more information.