

**VEE ESS 15’ SKIFF**

**78th AUSTRALIAN CHAMPIONSHIP**

**and the**

**2023 Formula 15’ Skiff**

**Australian Championships**

**27 to 29 January 2023**

**SAILING INSTRUCTIONS**

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**With thanks to Quay Accounting & Tax**

**ORGANISING AUTHORITY:**

**Vee Ess Sailing Association Inc.**

**Hosted by Teralba Amateur Sailing Club**

**78th VEE ESS 15’ SKIFF & 2023 Formula 15’ Skiff AUSTRALIAN CHAMPIONSHIP**

**27 to 29 January 2023**

***SAILING INSTRUCTIONS***

The Organising Authority for this Series is the Vee Ess Sailing Association Inc (VSSA).

The Host club is Teralba Amateur Sailing Club.

*COVID-19 Note:* Due to the current uncertainty surrounding public events, the format of the series may change at any time to comply with NSW Government Public Health Orders and/or Sailing Australia guidelines.

1. **RULES**
   1. The Championship will be governed by the rules as defined in the 2021 – 2024 Racing Rules of Sailing (RRS).
   2. Australian Sailing Special Regulations, Part 2 Off the Beach Boats, will apply. It is the responsibility of all competitors to ensure that life jackets comply with a standard equivalent to those listed in the regulations.
   3. The rules and by-laws of the Vee Ess Sailing Association and the Formula 15’ skiff shall apply as relevant for each class except as altered by the Notice of Race or these Sailing Instructions.
   4. Competitors and support persons shall comply with any reasonable request from an event official. Failure to comply may be considered as misconduct.
   5. Reasonable actions by event officials to implement Covid-19 guidance, protocols or legislation, even if they later prove to have been unnecessary, are not improper actions or omissions.
   6. Appendix T will apply.
   7. [ DP] denotes a rule for which the penalty is at the discretion of the Protest Committee. This changes RRS 64.
   8. [NP] denotes a rule that shall not be grounds for protests by a boat. This changes RRS 60.1(a).
   9. If there is conflict between any of the rules or regulations, other than RRS, the Sailing Instructions will prevail.
2. **NOTICES TO COMPETITORS**

Notices to competitors will be posted on the Official Notice Board located in the clubhouse of the Teralba Amateur Sailing Club.

1. **CHANGES TO SAILING INSTRUCTIONS**

Any change to the Sailing Instructions will be posted no less than 30 minutes prior to the scheduled start time of the racing day it will affect.

1. **SIGNALS MADE ASHORE**
   1. Signals made ashore shall be made on the flag mast located at TASC.
   2. When Flag AP is displayed ashore “1 minute” is replaced with “not less than 30 minutes” in the Race Signal AP. This changes Race Signal AP.
   3. When Flag AP over H is displayed ashore: boats shall not leave the club to go sailing and shall wait for further instructions. This adds to Race Signals.
2. **RACING SCHEDULE**
   1. The regatta schedule is as shown in Table 1 of Addendum A.
   2. Ten races are scheduled for the Championships. Races may be sailed back to back. Where required, flag signal AP over A, with the respective class flag, shall be flown from the Committee Vessel when the day’s racing session is complete.
   3. The RO may alter the schedule of each days’ racing but will not increase the number of races per day.
3. **CLASS FLAG**

The Vee Ess Class Flag shall be a black VS on a white background.

The Formula 15 Class flag shall be a F15 insignia on a grey background.

1. **RACING AREA**

The races will be conducted on the courses of TASC on Lake Macquarie.

1. **COURSES**

Addendum 2 shows the course layouts, the order in which the marks are to be passed and the side on which each mark is to be left.

1. **MARKS**
   1. Marks 1, 2S and 2P will be yellow inflatable buoys. Marks may be displayed at the Competitors meeting.
   2. The Start and Finish Marks will be black & white chequered inflatable buoys. Marks may be displayed at the Competitors meeting.
   3. A replacement mark will be an orange inflatable buoy. This mark may be displayed at the Competitors meeting.
2. **THE START**
   1. Races will be started by using RRS 26 with the warning signal made five (5) minutes before the starting signal.
   2. The start line will be between the flagstaff displaying an orange flag on the Committee Vessel at the starboard end of the line and the Start Mark at the port end.
   3. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
   4. A boat starting later than four minutes after her starting signal will be scored Did Not Start. This changes rules A5.1 & A5.2.
   5. For the purpose of RRS 29 & RRS 30, the “hull” is defined between the stern and the bow (stem) of the boat.
3. **MARK ROOM**

For the purpose of defining the zone, the “hull” is defined from the stern to the end of the spinnaker pole, provided the pole is in its normal position for that leg of the course. This changes the definition for the term zone in the RRS Definitions and is commonly referred to in RRS 18.

1. **THE FINISH**
   1. The finishing line will be between the flagstaff displaying a blue flag on the Committee Vessel and the Finish Mark.
2. **PENALTY SYSTEM**

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penality.

1. **TIME LIMITS AND TARGET TIMES**
   1. [NP] The target time for each race is 40 minutes.
   2. The Finish Time Limit for the first boat to finish each race is 60 minutes after the starting signal.
   3. If no boat has sailed the course and finished within the Finish Time Limit the race shall be abandoned.
   4. The Finish Window is the time limit for boats to finish after the first boat sails the course and finishes. The Finish Window time is 15 minutes.
   5. A boat failing to finish within the Finish Window shall be scored Did Not Finish without a hearing. This changes RRS 35, A4 and A5.
2. **PROTESTS**
   1. Rule 60.2 is amended in that the Race Officer or their nominated representative shall represent the Race Committee.
   2. Protest forms are available at the race office. Protests are to be delivered there within the protest time limit.
   3. The protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the race committee and protest committee about incidents they observe in the racing area, and to requests for redress. This changes rules 61.3 and 62.2.
   4. Notices shall be posted within 15 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses, the order of hearings and the time of the first hearing.
   5. Notices of protest by the race committee or protest committee will be posted to inform boats under rule 61.1 (b).
   6. The Protest Committee may make any determination in respect of penalties for a breach of a rule other than in Part 2.
   7. On the last day of the Championship a request for reopening of a hearing shall be delivered: within the protest time limit if the party requesting reopening was informed of the decision on the previous day; or no later than 30 minutes after the party requesting the reopening was informed of the decision on that day. This changes Rule 66.
3. **ARBITRATION**
   1. An arbitration hearing may be conducted for all protests lodged in accordance with RRS 61 and Instruction 16, which allege an infringement of a rule of Part 2 or Part 4 or Rule 31. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.
   2. The arbitrator will decide the time and place of the arbitration hearing and such advice may be given verbally. One representative of each boat shall attend the arbitration hearing. The arbitrator shall decide the manner in which testimony is given.
   3. After taking testimony at the arbitration hearing the arbitrator shall make one of the following conclusions:
4. The protest does not comply with Rule 61 and the protestor may withdraw the protest.
5. The matter shall proceed to a protest hearing. This may be because the rules other than Part 2 or Part 4 or Rule 31 are involved or may be involved, or because the 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 as decided by the arbitrator.
6. No rule was broken and the protestor may withdraw the protest.
7. A rule was broken by one or more of the boats involved, the infringing boat(s) may accept scoring points equal to a finishing place mid-way between the boat's actual finish and a disqualification, and if so accepted the protestor shall withdraw the protest. Half points shall be disregarded and the points of other boats shall not be adjusted. If not accepted the protest shall proceed to a hearing of the Jury. This changes RRS 63.1.
   1. An arbitration hearing shall not be re-opened. No conclusion of an arbitrator shall be subject to appeal or be grounds for redress.
   2. Should the protest proceed to a protest hearing then the arbitrator may be a member of the Protest Committee. Any evidence given by a arbitrator during a protest hearing shall be given only in the presence of the parties to the hearing.
8. **SCORING**
   1. Ten (10) races are scheduled of which five (5) races are required to constitute the Championship.
   2. Each boat’s score will be the total of her race scores with the following discards applied depending on the number of races completed.
   3. When fewer than six (6) races have been completed, a boat’s series score will be the total of her race scores.
   4. When from six (6) to eight (8) races have been completed, a boat’s series score will be the total of her race scores excluding her worst score.
   5. When nine (9) or more races have been completed, a boat’s series score will be the total of her race scores excluding her two worst scores.
   6. For Vee Ess’s the VSSA handicap system will apply for handicap results and scoring. The VSSA handicap committee reserves the right to change a boat’s handicap at any time and without notice.
   7. No handicap placings will be calculated for the Formula Fifteen Class unless decided otherwise by the Oversight Committee and then in accordance with the scoring method they determine.
9. **SAFETY REGULATIONS**
   1. Competitors shall wear Life Jackets devices in accordance with NOR 1.2 at all times while afloat, except briefly while adjusting clothing or personal equipment.
   2. The maximum wind speed limit for starting a race shall be gusts of 22 knots for 30 seconds, assessed by the race control officer in the course area, or such lesser wind strength if, in the opinion of the race control officer, conditions are unsafe for racing.
   3. Where a race has started and the wind strength increases beyond the limit of rule 19.2 the race control officer may allow racing to continue, with consideration of the impact the conditions on the fleet and the likely duration of exposure to the conditions.
   4. The Race Control Officer may also postpone or abandon racing if there is, in his opinion, insufficient or erratic wind conditions that are unsuitable for fair racing.
   5. All skippers are required to sign on prior to starting the first race of each sailing session. The sign on/off desk will be located at TASC.
   6. Each skipper shall sign off within the protest time limit and all are encouraged to sign off promptly.
   7. Boats failing to sign on before leaving shore will be scored DNS without a hearing for the first race for which they should have signed on. Boats failing to sign off before the end of protest time will be scored DNF for the last race for which they should have signed off.
   8. A boat that retires shall notify the Race Committee as soon as practicable and sign off, noting DNF on the sign off document
10. **REPLACEMENT OF CREW OR EQUIPMENT**
    1. Attention is drawn to the NoR Clause 3.3, which relates to crew changes for Vee Ess boats.
    2. Attention is drawn to the VS class rules that stipulate that only one of each type of sail, first measured in season 2022/23 and any number of sails measured in previous seasons, may be used throughout the regatta.
    3. Attention is drawn to the VS class rules that stipulate that only one centreboard may be used throughout the regatta.
    4. Substitution of equipment other than the above is allowed, provided it has been approved through the usual association measurement process.
    5. Attention is drawn to NOR clauses 4.2 & 4.3, which govern changes to crews or equipment for the F15 class during the series.
11. **EQUIPMENT AND MEASUREMENT CHECKS**To the extent required by class rules each boat and all equipment shall have been measured by a Measurer approved by the Association prior to being used in a race of this Championship. The Race Committee reserves the right to inspect any boat or equipment at any time for compliance with the class rules and sailing instructions.
12. **SUPPORT BOATS**

Team leaders, coaches and other support personnel shall stay a minimum of 50m outside areas where boats are racing from the time of the Pre­paratory Signal for the first start until all boats have finished or retired or the Race Committee signals a postponement, gen­eral recall or abandonment. This will apply at all times except when asked to assist by the Race Committee.

1. **RADIO COMMUNICATION**

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. This does not apply to GPS devices.

1. **PRIZES**
   1. Vee Ess Prizes and Trophies will include:
   2. Perpetual trophies will be presented to the overall winners of the National Scratch Title and the National Handicap Title.   
      The Coal Board Shield will be presented to the scratch winner of the last race of the series.
   3. Prizes for the handicap winners of each race will be awarded in the club house at the conclusion of each day’s racing.
   4. Formula 15 Prizes and Trophies will include:

A perpetual trophy is presented to the first placegetter in the Championship.

Other trophies and awards may be presented at the discretion of the Oversight Committee

1. **RUBBISH**

No rubbish is to be dumped into the water. All rubbish is to be handed to official boats or taken ashore.

1. **DISCLAIMER OF LIABILITY AND RISK WARNING**

Competitors participate in the Regatta entirely at their own risk. See rule 3, 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 the Regatta. Attention is drawn to Clauses 15 and 17 of the Notice of Race.

1. **INSURANCE**

All competing boats shall be insured with valid third-party liability insurance with a minimum value of AUS$10,000,000 or the equivalent.

1. **RIGHTS TO USE NAME AND LIKENESS**

In participating in this Event, a competitor automatically grants to the Organising Authority and the sponsors of this Event, the right in perpetuity to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of him/her during the period of the competition for the Event in which the competitor participates and in all material related to the said Event without compensation.

**SI Addendum “A” – Regatta Schedule**

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| --- | --- | --- | --- |
| **Date** | **Day** | **Time** | **Event** |
| 27th January | Friday | 1000 | TASC opens |
| 1100 - 1150 | Measurement and Registration |
| 1150 | Competitor meeting |
| No earlier than 1255 | First warning signal race 1 |
| ASAP after race 1 | Race 2 |
| ASAP after race 2 | Race 3 |
| Approx 1700 | Daily results & presentation |
| 28th January | Saturday | No earlier than 1025 | First warning signal race 4 |
| ASAP after race 4 | Race 5 |
|  | Lunch break |
| No earlier than 1355 | First warning signal Race 6 |
| ASAP after race 6 | Race 7 |
| Approx 1700 | Daily results & presentation |
| 29th January | Sunday | No earlier than 1125 | First warning signal Race 8 |
| ASAP after race 8 | Race 9 |
| ASAP after race 9 | Race 10 |
| 1600 | Last warning signal |
| TBA | Presentation |

**SI Addendum B- Courses**

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| --- | --- |
| D1 | `  START AND FINISH LINE  Mark 2S  Mark 2P  Mark 1  Approx Wind Direction |
| Course: Start – 1 – 2S/2P – 1 – Finish | |
| 1. Mark 1 to port. 2. In the event Mark 2p or 2S is missing, the remaining mark shall be left to port. 3. [NP] Where possible the approximate course length (D1) will be:  |  |  | | --- | --- | | **Wind Range** | **Course Length D1 (~)** | | 2 to 5 knots | 1400 metres | | 6 to 10 knots | 1600 metres | | 11+ knots | 1800 metres | | |