



SAILING INSTRUCTIONS

Sabre Class

24 – 25 February 2024

[DP] Discretionary Penalty

[NP] Not protestable by a competitor

1. ORGANISING AUTHORITY

Bellerive Yacht Club (BYC) Inc.

2. RULES

The Regatta will be governed by the *rules* as defined in the Racing Rules of Sailing.

3. RESPONSIBILITY

All those taking part in the Banjo's Shoreline Crown Series Bellerive Regatta races do so at their own risk and responsibility. BYC is not responsible for the seaworthiness of a boat whose entry is accepted, or the sufficiency or adequacy of its equipment. Attention is drawn to Fundamental Rule 3 which states 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone'.

4. ENTRIES

Eligible boats may be entered by completing registration with the Organising Authority in accordance with the Notice of Race.

The Regatta is open to monohull, centreboard dinghies and skiffs, sailboards and off-the-beach catamarans holding a valid measurement certificate and/or class registration and as listed in the Notice of Race. All competitors must be members of club or class association affiliated with Australian Sailing/Australian Sailing - Tasmania.

5. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board at the BYC Race Centre and on the Crown Series website.

6. CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted not less than 60 minutes prior to the first race on the day it will take effect, except that any change to the schedule of races will be posted by 1800 on the day before it will take effect.

Changes to Sailing Instructions may be communicated on the water. Code Flag V shall be flown to indicate that changes are being made.

7. SIGNALS MADE ASHORE

Signals made ashore will be displayed at the flagpole at the BYC Race Centre and conveyed to RYCT and SBSC rigging areas.

Flag AP with two sound signals (one when lowered) means 'The race is postponed. The warning signal will be made not less than 30 minutes after AP is lowered.' This changes *Race Signals*.

8. SCHEDULE OF RACES

There are seven (7) races scheduled over two days with the warning signal for the first race on both days at 1300.

Subsequent races will be back to back.

The Warning Signal for back to back races will be made not less than five (5) minutes after the last boat has finished the previous race. Competitors are expected to remain afloat and in the vicinity of the starting line.

On the last day of the Regatta no warning signal will be made after 1500 hours.

9. CLASS FLAG

Sabre Class - Class flag G

10. RACING AREA

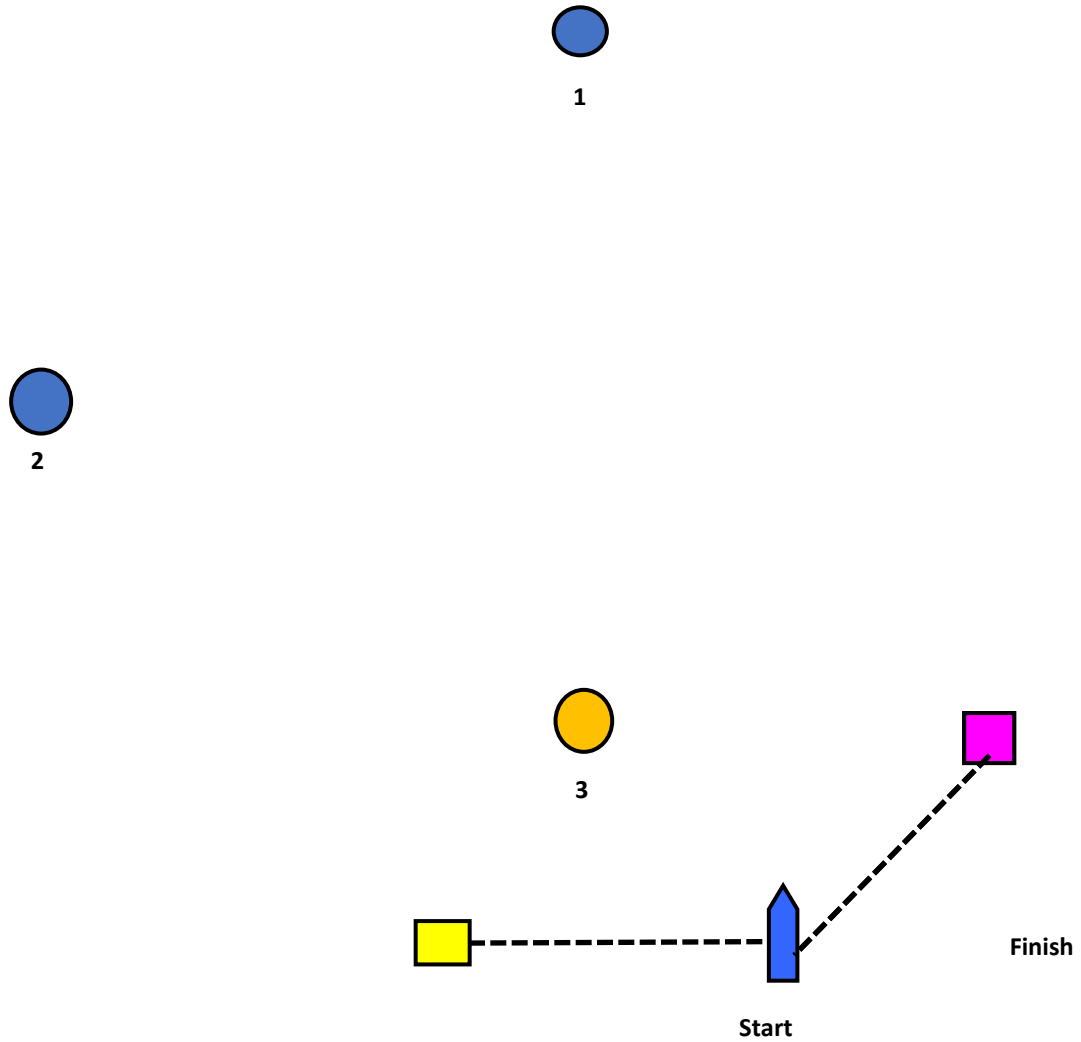
The River Derwent in the area adjacent to Rosny Point and Bellerive Bluff.

11. COURSE

Course for Sabre Class

Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 Finish

All marks to be left to Port.



The course length will be set to enable boats to complete the course in approximately 35 minutes.

12. MARKS

Marks 1 and 2 will be Blue inflatable marks. Mark 3 will be a Yellow inflatable mark. The Start flag mark will be a yellow flag. The Finish flag mark will be a pink fluorescent flag. A green distance mark may be used at the start of any race & when affixed to the stern of the start boat indicates 'keep clear'. **Sailors must not pass between the green flag and the start boat.**

If required, Change Mark 1 will be a yellow inflatable mark.

13. THE START

Races shall be started by using the following signals:

Signal	Flag and sound	Minutes before starting signal
Warning	Class flag, 1 sound	3
Preparatory	P, U or Black, 1 sound	2
One-minute	Preparatory flag lowered, 1 long sound	1
Starting	Class flag removed, 1 sound	0

The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end, and the starting mark at the port end.

[DP] [NP] A boat whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made.

[NP] A boat starting later than three (3) minutes after her starting signal will be scored Did Not Start. This changes Rules A4 and A5.

14. CHANGE OF COURSE AFTER THE START

A change of course after the start will be signalled before the leading boat has begun the leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark. This changes Rule 33.

15. THE FINISH

The finishing line will be between a staff displaying a blue flag on a Race Committee boat and the finish mark.

Code Flag L when flown from a Race Committee boat at the Finish, shall mean 'Another race will start as soon as practical'. This changes *Race Signals*.

16. TIME LIMIT

The time limit for the finish of the first boat in each Class will be 60 minutes. Boats failing to finish within 15 minutes of the first boat in its Class will be scored Did Not Finish. This changes Rule 35.

17. PROTESTS

Protests shall be delivered to the race office within 45 minutes after the time of the last boat's finish for the last race of the day.

Scoring enquiries shall be made within 30 minutes of posting results.

Protests will be heard in approximately the order of receipt and as soon as possible.

Appendix T – Arbitration shall apply to this Regatta amended so that an arbitrator may form part of a subsequent protest committee.

18. SCORING

Three races will constitute a series. There will be a maximum of seven (7) races.

- (a) When fewer than five (5) races are completed, a boat's series score will be the total of her race scores.
- (b) When five (5) or more races are completed, a boat's series score will be the total of her race scores excluding her worst score.

19. SIGN ON, SIGN OFF

Boats sailing directly to the start area from their club and proceeding directly from the finish area to their respective clubs, shall sign on and off by notifying the Race Committee Boat.

[DP] [NP] All boats shall sign on prior to their start at the Committee Boat for their course area once it is on station for starting.

Failure to sign on will result in that boat being penalised five (5) places for the first race of the session (but not worse than DNF). Failure to sign off shall result in that boat being penalised five (5) places for the last race of the session (but not worse than DNF). Penalties will be applied without a hearing. This changes Rule 63.1.

20. RADIO COMMUNICATION

A boat shall neither make nor receive radio communications or data transmissions not available to all boats. This restriction also applies to mobile telephones.

21. PRIZES

Prizes will be distributed through member clubs as arranged between BYC and member clubs.

Number of entrants in Class	3	4-5	6+
Prizes	1 st only	1 st and 2 nd	1 st to 3 rd

22. SAFETY PLAN

Introduction

This Rescue Plan is designed to deal with all stages of rescue from single vessel capsized to a whole-of-fleet emergency. Participants include designated Race Committee rescue craft, mark boats, coach boats and spectator boats at different levels of the Plan.

A full briefing for the parties will take place prior to the regatta.

All rescue activities will be conducted under the control and direction of the Race Officer (RO) in liaison with the Shore Patrol.

Radio traffic from a rescue boat involved in a rescue will have priority over other transmissions. Normal Radio Frequency on the Course will be **Channel 15**.

All powered craft in the vicinity of the course and associated with the racing (rescue, mark-laying, coach and spectator boats) shall register their type of radio (UHF/VHF) and their call-sign with the Race Committee. As a backup, a mobile phone number should also be registered.

The Course RO shall have contact with a suitably qualified on-call medical practitioner at all times. The Course RO shall also maintain lines of communication with Hobart VTS (Hobart Port Control) and local emergency services.

If the Principal Race Officer (PRO), decides that a situation warrants assistance he will direct a previously designated boat, or boats, to rescue work. Boats acting under PRO instructions will fly Code Flag 'D' and must be given complete clearance by all other vessels.

Emergency Drop Off Point

Should a boat require emergency medical assistance the nominated meeting point for emergency services is Kangaroo Bay Ferry Terminal near the Waterfront Hotel unless specific alternative arrangements are notified.

Rescue Boat Equipment

Each designated rescue boat shall carry, in good condition and working order, a first aid kit, VHF radio with appropriate frequencies, a readily available and effective sharp knife to cut sheets, trampoline, harnesses etc. to free a sailor, a supply of green floats on lanyards, heaving lines, towlines, and safety equipment as determined by MAST for the size and type of vessel.

Each designated rescue boat will be crewed by two competent, licensed operators, at least one of whom will be an adult. One person on each boat shall at all times be prepared to enter the water to assist in a rescue. Rescue boats will not carry spectators and will be crewed by no more than two people.

Level 1 - Normal conditions (0 to 15 knots of breeze)

Individual boat capsize or breakage involving a need for assistance. This will be carried out by an individual rescue boat and reported to the Course RO as either:

- Standing By
- Assisting in Recovery of the Boat or
- Additional Assistance Required - Specify (e.g. Medical, tow, etc.)

If a crew member of the rescue boat is required to enter the water, this must be reported to the Course RO. Where possible, towing duties should be assigned to Race Committee Boats other than designated rescue boat.

Level 2 - Strong conditions (15 to 25 knots of breeze)

Multiple capsizes or breakages. All Race Committee boats will be called upon to assist with rescues, coordinated by Course RO. Regular situation reports from boats engaged in rescues to be radioed to Course RO.

At the upper end of this wind-range, coach boats may be called upon to assist, however the Course RO will not deploy this option unless circumstances dictate.

Level 3 - Wind strength consistently over 25 knots, gusting higher

Racing abandoned. All competing boats to return to shore as soon as possible. Competitors on-shore not to launch. All Race Committee and coach boats to be available to assist with rescue at the direction of the Principal Race Officer (PRO). The PRO to liaise with the Shore Patrol.

Level 4 - Severe, gale strength conditions

All Race Committee and coach boats involved in rescue, at direction of the PRO. Overall rescue plan managed by the PRO in liaison with the Shore Patrol.

May involve abandoning competing boats on the course area and collecting crews in Race Committee and coach boats. Suitable spectator boats may be asked to take crews on board from other rescuing craft.

Abandoned boats must have a green float attached to the rigging signifying that crews are safe.

The PRO shall maintain level of contact required with other Race Committees operating fleets in the vicinity to determine best use of available resources. Rescue boats may be called upon to assist other fleets. This shall be at the direction of the PRO.

Electrical storms

In the event of an electrical storm forecast, the Race Committee should consult the weather radar to observe the track of the storm, if any, and take appropriate action, which may include postponing launching, returning to shore, continue racing or shortening courses. The Race Committee should continue to observe the weather radar until the storm has passed or racing is concluded.

Important

Maintenance and monitoring of sign-on and sign-off is critical to the success of the Rescue Plan. The Shore Patrol shall ensure that at all times there is a competent person on duty to note sign-offs from retiring or finishing competitors.