

NSW & ACT DISTRICT LASER ASSOCIATION

2009 - 2010

LASER, LASER RADIAL AND LASER 4.7

NSW METROPOLITAN CHAMPIONSHIP

13th and 14th March 2010

Woollahra Sailing Club

The Organising Authority is the NSW & ACT District Laser Association under the authority of Yachting NSW

SAILING INSTRUCTIONS

1. RULES

The Regatta will be governed by the 2009 to 2012 Racing Rules of Sailing, the Yachting Australia Prescriptions and Part 2 of the Special Regulations of Yachting Australia, the rules and by-laws of the International Laser Class Association (ILCA), the Notice of Race (all as amended by these Sailing Instructions) and these Sailing Instructions.

2. ELIGIBILITY AND ENTRY

- 2.1 Entries shall be lodged in accordance with NoR 3.
- 2.2 All competitors shall complete registration with the Organising Authority.
- 2.3 All competitors shall be current financial members of a district of the ILCA and of a yacht or sailing club affiliated with a National Authority.
- 2.4 Eligibility for age group divisions shall be the competitor's age on 13 March 2010.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official Regatta Notice Board located in the downstairs foyer at Port Woollahra Sailing Club (WSC).

4. CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted at least two hours before the first race on the day it will take effect, except that any change in the schedule of races will be posted by 1900 on the day before it will take effect.

5. SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the WSC flagmast located in the centre of the WSC rigging area.
- 5.2 When flag AP is displayed ashore, "one minute" is replaced with "not less than 30 minutes" in race signal AP.

6. SCHEDULE OF RACES

- 6.1 Races are scheduled as follows:

Day	Date	Time
Saturday	13 Mar 10	First Warning Signal at 1330 hours. Subsequent starts shall be made ASAP after the preceding race
Sunday	14 Mar 10	First Warning Signal at 1100 hours. Subsequent starts shall be made ASAP after the preceding race

- 6.2 A maximum of six races are to be conducted for the Championship.
- 6.3 No Warning Signal shall be made after 1530 hours Sunday 14 March 2010.

7. FLEETS

- 7.1. The Laser division shall sail as one fleet.
- 7.2. The Laser Radial division shall sail as one fleet.
- 7.3. The Laser 4.7 division shall sail as one fleet, providing there are more than 10 entries. Otherwise they shall sail with the Laser Radial division.
- 7.4. The Race Committee may decide to change the fleet structures based on numbers. Any decision of the Race Committee regarding changes to divisions shall be communicated as a Change to Sailing Instructions.

8. FLEET FLAGS

- 8.1. The Laser Standard fleet flag will be a white flag with a red Laser emblem.
- 8.2. The Laser Radial fleet flag will be a green flag with a red Laser emblem.
- 8.3. The Laser 4.7 fleet flag will be a yellow flag with a 4.7 emblem.

9. RACING AREA

The racing area will be on the waters of eastern Sydney Harbour between Bennelong Point and Inner South Head.

10. COURSES

See Attachment A.

11. MARKS

Marks will be described on the Official Noticeboard and at the Competitors' briefing.

12. THE START

- 12.1. The order of starts will be at the discretion of the Race Officer.
- 12.2. Succeeding fleets may be started any time after the preceding fleet.
- 12.3. The starting line will be between the flag mast displaying an orange flag on the race committee boat at the starboard end and the port end Start Mark.
- 12.4. Boats who's Warning Signal has not been made shall avoid the starting area and all boats who's Warning Signal has been made.
- 12.5. A boat starting later than 5 minutes after her starting signal will be scored "Did Not Start". This amends rule A4.1.

13. CHANGE OF COURSE

To change the next leg of the course, the race committee will lay a new mark and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

14. SHORTENING COURSE

The course may be shortened in accordance with RRS 32 by finishing between the committee boat displaying Code Flag S and the nearby rounding mark, or if at a gate, between the gate marks. Amends Instruction 15.

15. THE FINISH

The finishing line will be between a flag mast displaying an orange flag on the race committee boat at the port end and the starboard end Finish Mark (the opposite side from the Starting Line).

16. RETIREMENT

- 16.1. A competitor who retires from a race, either before or after finishing, shall:
- a. notify the Race Committee aboard the race committee boat; and
 - b. sign off before the end of Protest Time.

17. TIME LIMIT

- 17.1. The time limit for the first boat to complete the course and finish correctly in each fleet will be 90 minutes.
- 17.2. Boats failing to finish within 30 minutes after the first boat of the same fleet sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5.
- 17.3. If no boat has rounded the first mark within 30 minutes from the start the race will be abandoned.

18. PROTESTS AND REQUEST FOR REDRESS

- 18.1. Protests shall be written on forms available from the race office. Protests shall be delivered there within the protest time limit.
- 18.2. The protest time limit is 60 minutes after the last boat has finished the last race of the day.
- 18.3. Notices will be posted within 30 minutes of the protest time limit to inform competitors of the hearings in which they are parties or named as witnesses. Hearings will be held in the protest room located in the clubhouse. The Protest Committee will hear protests in approximately the order of receipt and as soon as possible.
- 18.4. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1(b).
- 18.5. For the purpose of RRS 64.3(b) the 'authority responsible' is the measurer appointed by the Organising Authority.
- 18.6. RRS 66 is amended by adding this sentence: "On the last day of racing, a party to the hearing may ask for a reopening no later than 30 minutes after being informed of the decision.

19. SCORING

As per NoR 12.

20. SAFETY REGULATION, SIGNING ON AND SIGNING OFF

- 20.1. Competitors shall sign on each day, and sign off before the end of protest time, at the race office.
- 20.2. Failure to sign on or off may result in the competitor being awarded a penalty, without hearing, up to and including disqualification from all races on the day in question.

21. HARBOUR SAFETY

- 21.1. Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail.
- 21.2. Competitors shall not interfere with inbound or outbound shipping.
- 21.3. To comply with Instructions 21.1 and 21.2, competitors shall keep 200m clear ahead and 30m from the sides and stern of ferries and commercial and naval shipping navigating the port. A NSW Maritime vessel may escort a vessel from a position 200m ahead of the vessel. Competitors infringing these Instructions may be subject to penalties DSQ or DNE. A diagram illustrating this exclusion zone is attached, along with a Maritime NSW brief and a brief on seaplane safety.

21.4. Competitors shall not loiter in the Eastern or Western navigation channels, the regular ferry lanes, nor near heavy traffic areas such as Kirribilli Point, Garden Island, Bradley's Head, Steele Point, Chowder Head and Georges Head whilst not racing.

21.5. Competitors shall not approach within 50 metres of Naval property. Attention is drawn to Garden Island and the Chowder Bay wharf.

22. COACH, TEAM LEADER AND OTHER SUPPORT BOATS (COLLECTIVELY KNOWN AS SUPPORT BOATS)

22.1. All support boats shall keep more than 100 metres away from all competitors, and more than 100 metres away from marks of the course between the Preparatory Signals and the finish time of the last boat in the race, except when asked to assist by the Race Committee. A competitor may be approached after finishing and sailing clear of the course area.

22.2. All support boats shall comply with the "NSW Maritime" registration requirements. Instructions 21.4 and 21.5 above shall also apply to support boats.

22.3. Support boat operators shall hold a valid qualification to operate the vessel.

23. RADIO COMMUNICATION

A boat shall neither make radio transmissions nor receive radio communications while racing. This restriction also applies to mobile telephones.

24. REPLACEMENT OF EQUIPMENT

Substitution of damaged or lost spars, boards, sail or hull will not be permitted unless approved by the Race Committee. Requests for substitution shall be made in writing to the committee at the first reasonable opportunity.

25. EQUIPMENT AND MEASUREMENT CHECKS

A boat or equipment may be inspected at any time for compliance with the ILCA Class Rules and Yachting Australia Special Regulations, Part 2 Off The Beach Boats.

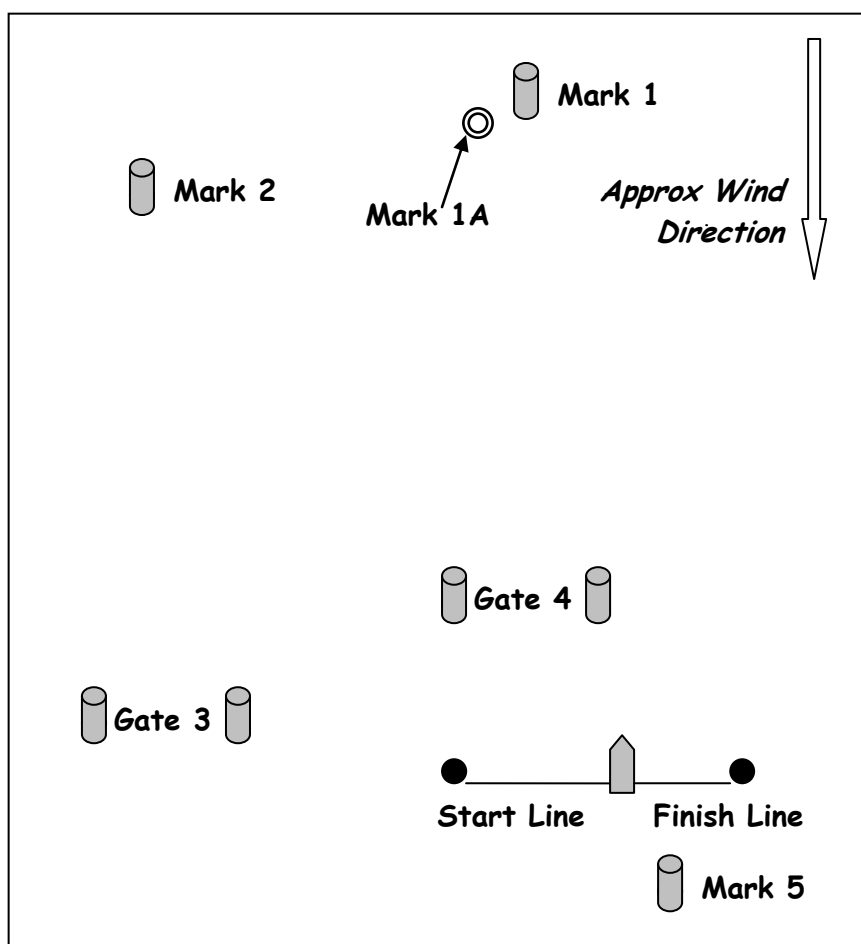
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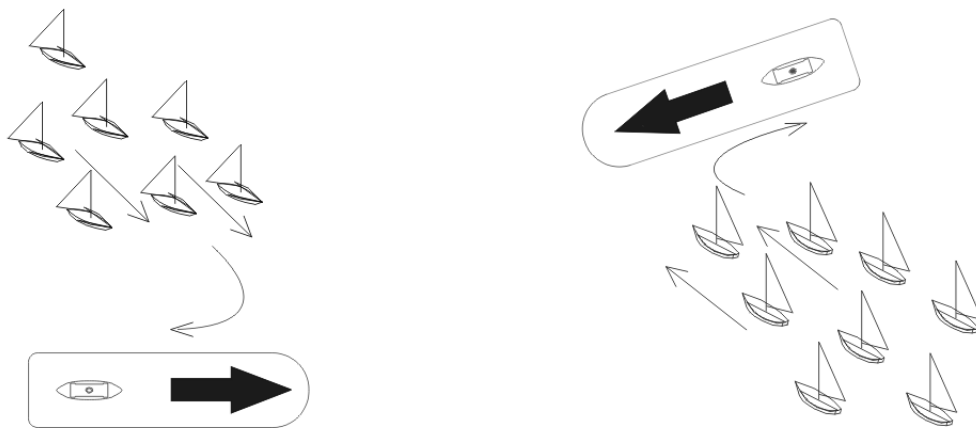
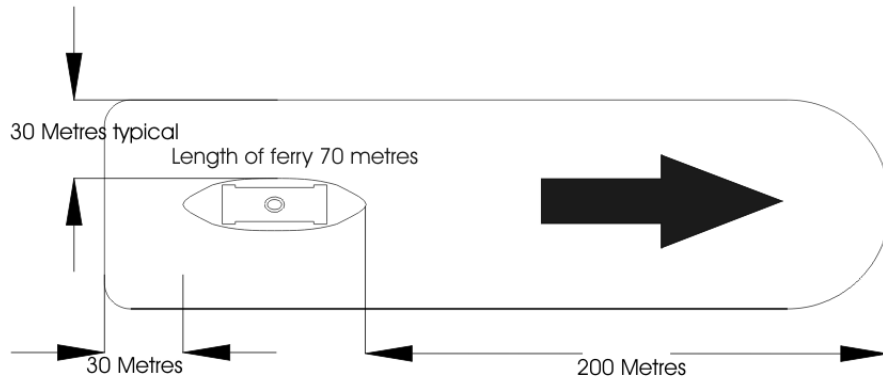
As per NoR 13.

INSTRUCTION 10 COURSES

- 10.1 The Course Designator (as described in Table 1 below) shall be displayed on a board on the stern of the start boat, before or with the Warning Signal.
- 10.2 A red flag displayed before or with the Warning Signal indicates that marks 1, 2 and 5 shall be rounded to port. A green flag displayed before or with the Warning Signal indicates marks 1, 2 and 5 shall be rounded to starboard.
- 10.3 The indicative course layout is shown in Illustration 1. The diagram is approximate only, is not to scale, and does not override any other Instructions. The port rounding layout is shown. The starboard rounding course will be the mirror image, except the Start and Finish lines shall remain in the same position as displayed in this diagram.

Course Designator	Course Description
I2	Start – 1 – 1A – Gate 4 – 1 – 2 – 3 – 5 – Finish
I3	Start – 1 – 1A – Gate 4 – 1 – 1A – Gate 4 – 1 – 2 – 3 – 5 – Finish
I4	Start – 1 – 1A – Gate 4 – 1 – 1A – Gate 4 – 1 – 1A – Gate 4 – 1 – 2 – 3 – 5 – Finish
I5	Start – 1 – 1A – Gate 4 – 1 – 1A – Gate 4 – 1 – 1A – Gate 4 – 1 – 1A – Gate 4 – 1 – 2 – 3 – 5 – Finish
O1	Start – 1 – 2 – Gate 3 – 5 – Finish
O2	Start – 1 – 2 – Gate 3 – 2 – Gate 3 – 5 – Finish
O3	Start – 1 – 2 – Gate 3 – 2 – Gate 3 – 2 – Gate 3 – 5 – Finish
O4	Start – 1 – 2 – Gate 3 – 2 – Gate 3 – 2 – Gate 3 – 2 – Gate 3 – 5 – Finish
O5	Start – 1 – 2 – Gate 3 – 2 – Gate 3 – 2 – Gate 3 – 2 – Gate 3 – 2 – Gate 3 – 5 – Finish

Table 1 – Course Designators and Course Descriptions**Illustration 1. Indicative Course Layout**



**FERRY ACTIVATED
EXCLUSION ZONE**

Yacht Person's Brief

1. Be Safe!

2. Observe NSW Collision regulations and in particular Rule 1 (b) and Rule 2(a)(b) i.e.: Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.

What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.

3. Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary (after hearing 5 Short blasts) give priority to the Ferry. Pass the ferry clear at least 200m ahead and 30 m either side and astern.

4. Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun, ensure that you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400 m from the bows of very large ships.

5. For coaches – You must not lay buoys in the main shipping channels. Your vessel should be registered otherwise if involved in an accident you may not be covered by insurance and there could be severe penalties arising under NSW Law.

6. Shipping Sound Signal Meanings:

One short blast – I am altering course to starboard (right).

Two short blasts – I am altering course to port (left).

Three short blasts – I am operating engines astern (stopping).

Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

7. When not racing keep at least 200 m clear of any ferries displaying the Orange Diamond.

SHARING THE WATER WITH SEAPLANES

MARINE SAFETY AWARENESS

In many water areas of NSW, seaplanes operate on areas of water which are also used by other marine vessels.

The purpose of this handout is to inform you, the mariner, of seaplane/floatplane practices and their interface with you and other waterway users.

Common questions asked of seaplane operators include:

- Why are seaplanes permitted in water areas with other boats?
- How does a seaplane pilot determine a take off or landing direction?
- Who has right of way on the water?
- Can a seaplane manoeuvre effectively on the water?
- Should a conventional (power or sail) vessel manoeuvre to avoid a seaplane?
- How can I make the seaplane pilot's operations easier?
- Where can I get more information?

PERMISSION FOR SEAPLANE OPERATIONS

Seaplanes operate in many water areas of NSW. They are permitted to operate in any area where a conventional power boat is also allowed.

Special approvals are sometimes granted to allow seaplane operations on waterways restricted only to sailcraft. They also have approval to operate at speeds in excess of the marked speed limit for some areas for the purpose of take off and landing. Keep an eye out at boat ramps for special signs as many frequently used seaplane areas have special warning signs at adjacent boat ramps. High frequency seaplane use areas are also generally marked on Marine Navigation Charts and Maps.

High frequency use areas in the Sydney area include:

Rose Bay, Sydney Harbour	Hawkesbury River
Pittwater	Gosford Area
Tuggerah Lakes	Lake Macquarie
Newcastle Harbour	Port Stephens

TAKE OFF AND LANDING DIRECTION

Almost all aircraft are designed to operate best when taking off or landing into the wind. This is because the wind provides 'free' airspeed. The aircraft needs a certain speed to lift off and a headwind assists this process. On a similar basis aircraft generally land into the wind, as they will then touch down at a slower speed relative to the water surface, resulting in less 'impact' on landing. Most aircraft can take off or land either across the wind or even downwind, but these types of take-offs and landings are generally less common.

CAN A SEAPLANE MANOEUVRE ON THE WATER?

Seaplanes are often described as fairly poorly designed boats, however they can manoeuvre quite effectively on the water, either when taxiing slowly or planing at speed. One training exercise in a seaplane requires the pilot to turn the aircraft in circles, slowly and quickly! The aircraft achieve these turns by the use of small rudders or by the use of the aircraft's 'air' control surfaces when moving more quickly. In strong winds it is often difficult to turn the aircraft downwind, as its streamlined shape gives least resistance when pointed into the wind, hence it doesn't like turning away from a strong breeze. When this occurs the pilot will often undertake a controlled drift downwind and use the aircraft's engine to 'tack' across the breeze. One other thing worth mentioning, most seaplanes (with some exceptions) cannot go astern under power.

RIGHT OF WAY ON THE WATER

Under the marine regulations applying in NSW an aircraft taxiing on the water must give way to all other vessels. This obligation on the part of the aircraft pilot does not allow other vessels to do whatever they wish. The obligation is on the controller of any vessel to undertake avoiding action in the event of the probability of a collision. You can be sure the seaplane pilot will be attempting to avoid any other vessel, as he will generally come off second best!

SHOULD ANOTHER VESSEL MANOEUVRE TO AVOID A SEAPLANE?

As regards 'right of way' rules, treat a seaplane as you would any other power boat and manoeuvre accordingly. Common sense applies in most instances. The seaplane pilot will be expecting you to act as if he were just another power boat. In most instances it will be sufficient to just continue what you were doing – so long as this wasn't going to bring you into an imminent collision situation.

HOW CAN I HELP?

The most difficult situation for any vessel Captain is when another vessel is being operated unpredictably. Try to avoid sudden changes of direction, particularly when operating at speed. If your vessel generates a large wake, then try to avoid crossing just ahead of a taxiing aircraft, as he is in a similar situation as a small boat and will not thank you for getting some "rock and roll".

WHERE CAN I GET MORE INFORMATION?

If a seaplane is moored nearby, ask the pilot or you may contact any seaplane operator.

Commercial Seaplane Operators in Sydney are:

Sydney Seaplanes Pty Ltd Phone 02 9388 1978

Sydney By Seaplane Phone 02 9974 1455