



SAILING INSTRUCTIONS





The Australian Tasar Council as the national class association has appointed the Tasar Association of NSW in conjunction with Woollahra Sailing Club as the organizing authority to conduct the 38th Tasar Australian Championship on the waters of Sydney Harbour from 2nd January 2011 to 8th January 2011.

1. **RULES**

1.1 The regatta will be governed by:

- (a) the 'rules' as defined in the *Racing Rules of Sailing 2009-2012*;
- (b) the Yachting Australia Prescriptions and Special Regulations Part 2;
- (c) the Notice of Race and these Sailing Instructions;
- (d) The current rules of the Australian Tasar Class Association; and
- (e) Harbour control regulations laid down by NSW Maritime and detailed in SI 17.

1.2 Advertising will be in accordance with ISAF Regulation 20, Advertising Code.

2. **NOTICES TO COMPETITORS**

Notices to competitors will be posted on the event notice board located in the foyer of the Woollahra Sailing Club.

3. **CHANGES TO THE SAILING INSTRUCTIONS**

Any changes to the sailing instructions will be posted not less than 2 hours before the first race that they will affect, except that any change in the schedule of races will be posted by 1800 hours on the day before it will take effect.

4. **SIGNALS MADE ASHORE**

4.1 Signals made ashore will be displayed on the main flag mast of the Woollahra Sailing Club located in the middle of the boatyard.

4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in Race Signals, Postponement Signal AP.



5. SCHEDULE OF EVENTS

5.1 Registration, Measurement, Crew Weigh In, and Boat Inspection will be held at Woollahra SC on:

- Saturday 1st January 2011 between 1300 and 1700 hours; and
- Sunday 2nd January 2011 between 0800 and 1100 hours.

5.2 A compulsory regatta briefing will be held in the upstairs function room at 1200 hours Sunday 2nd January 2011.

5.3 Racing is scheduled as follows:

Event	Day	Date	First Warning
Invitation Race	Sunday	2 nd January	1400
Race Day 1	Monday	3 rd January	1300 hours
Race Day 2	Tuesday	4 th January	1300 hours
Race Day 3	Wednesday	5 th January	1300 hours
Reserve Day	Thursday	6 th January	No Racing
Race Day 4	Friday	7 th January	1300 hours
Race Day 5	Saturday	8 th January	1100 hours

5.4 A maximum of 3 races will be scheduled per race day.

5.5 When there has been a long postponement and when more than one race will be held on the same day, the warning signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, an ORANGE flag will be displayed with one sound signal at least 4 minutes before a warning signal is displayed.

5.6 On the last day of the regatta no warning signal will be made after 1400 hours.

6. CLASS FLAGS

The class flag will be the Tasar Class flag, which is a Tasar insignia in red on a white background.



7. RACING AREA

The racing area will be on the waters of Sydney Harbour to the East of Fort Dennison and South of the ‘Sow and Pigs’ reef.

8. THE COURSE

- 8.1 The diagram(s) on Attachment 1 show the course including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.
- 8.2 The alpha-numeric designation of the course to be sailed (detailed in Appendix 1) will be displayed from the stern of the race committee signal boat prior to the Warning Signal.

9. MARKS

- 9.1 Marks 1, 1a, 2, 3 and 4S/4P will be yellow inflatable buoys. Mark 1a may alternatively be a smaller orange inflatable buoy.
- 9.2 Alternate marks, as provided in sailing instruction 11, will be a yellow inflatable buoy with a black band.
- 9.3 The starting marks will be the race committee boat at the starboard end and a race committee boat or a white inflatable buoy at the port end.
- 9.4 The finishing marks will be the race committee boat at the starboard end and a blue inflatable buoy at the port end.

10. THE START

- 10.1 The starting line will be between a staff displaying an orange flag on the race committee boat at the starboard end and the port end starting mark. Where the port end starting mark is a race committee boat the starting line will be between the staffs displaying an orange flag at each end of the starting line.
- 10.2 A boat crossing the starting line later than 4 minutes after her starting signal will be scored Did Not Start without a hearing. This changes Rules A4 and A5



11. **CHANGE OF THE POSITION OF THE NEXT MARK**

- 11.1 To change the position of the next mark, the race committee will lay an alternate mark (or move the finishing line) and remove the original mark as soon as practicable. The change will be signaled before the leading boat has begun the leg, although the new mark may not yet be in position. Any mark to be rounded after rounding the new mark may be relocated without further signaling to maintain the course configuration.
- 11.2 When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12. **THE FINISH**

The finishing line will be between the finishing mark at the port end and the race committee boat displaying an orange flag.

13. **PENALTY SYSTEM**

- 13.1 The Jury may impose a penalty other than disqualification.
- 13.2 Appendix P- Immediate Penalties for Breaking Rule 42 will apply.

14. **TIME LIMIT**

- 14.1 The time limit for the first boat to sail the course and finish will be 90 minutes.
- 14.2 Boats failing to complete the Course within 30 minutes after the first boat sails the course and finishes will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A5

15. **PROTESTS AND REQUESTS FOR REDRESS**

- 15.1 Protest forms are available at the race office. Protests shall be delivered there within the protest time limit.
- 15.2 The protest time limit is 90 minutes after the last boat has finished the last race of the day.



- 15.3 Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties. Hearings will be held in the Committee room of the Woollahra Sailing Club with the first listed hearing beginning at the time posted.
- 15.4 Notices of protests by the race committee or jury will be posted to inform boats under rule 61.1(b).
- 15.5 For the purpose of rule 64.3(b) the 'authority responsible' is the international measurer where available otherwise the national measurer.
- 15.6 Breaches of instructions 5.2, 17, 18.2, 18.3, 21 and 22 will not be grounds for a protest by a boat. This changes rule 60.1(a). Penalties for these breaches may be less than disqualification if the jury so decides. The scoring abbreviation for a discretionary penalty imposed under this instruction will be DPI.
- 15.7 On the last day of the regatta a request for reopening a hearing shall be delivered within the protest time limit if the party requesting reopening was informed of the decision on the previous day; no later than 30 minutes after the party requesting reopening was informed of the decision on that day. This changes rule 66.
- 15.8 Decisions of the National Jury will be final as provided in rule 70.5 and Addendum A.

16. **SCORING**

- 16.1 10 races are scheduled and 4 required to be completed to constitute a series.
- 16.2 When 1 to 4 races are completed, a boat's series score will be the total of her race scores.
- 16.3 When 5 to 8 races are completed, a boat's series score will be the total of her race scores excluding her worst score.
- 16.4 When 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.

17. **SAFETY REGULATIONS**

- 17.1 All boats intending to race shall sign on prior to launching and all boats returning to shore at the completion of racing shall sign off as soon as possible but not later than one hour after the last boat finishes the last race of the day.
- 17.2 All boats returning to shore prior to completing the last race of the day shall sign off and notify the beach master or regatta office as soon as possible but not later than 15 minutes after coming ashore.



- 17.3 Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries priority over sailing vessels.
- 17.4 Competitors shall not interfere with inbound or outbound shipping.
- 17.5 To comply with SI 17.3 and 17.4, competitors shall keep 200m clear ahead and 30m from the sides and stern of ferries and naval shipping navigating the port, and 500m clear ahead and 50 m from the sides of commercial shipping. A NSW Maritime vessel may escort a vessel from a position ahead of the vessel. A diagram illustrating this exclusion zone is attached at Appendix 2 to these Sailing Instructions. Boats infringing these SI's may be subject to penalties including DSQ or DNE.
- 17.6 Race Committee mark boats flying the Woollahra Sailing Club Burgee may signal an observed potential infringement of Clause 17.5 by displaying a white flag. These boats may also display a Code Flag "N" or "1st Substitute", which shall be a valid notice that either Code Flag "N" or "1st Substitute" has been displayed on the Race Committee Start Vessel.
- 17.7 Competitors shall not loiter in the Western navigation channels, the regular ferry lanes, nor near heavy traffic areas such as Bradley's Head, Steele Point and Chowder Head whilst not racing.
- 17.8 Attention is drawn to YA Special Regulations Part 2 relative to personal flotation devices.
- 17.9 Competitors shall not approach within 50 metres of Naval property, such as Garden Island and the Chowder Bay wharf.
- 17.10 Race committee may return the crew of any yacht, who finds themselves separated from their yacht, to their yacht without any penalty to that yacht. This changes rule 41.



18. **REPLACEMENT OF CREW OR EQUIPMENT**

- 18.1 Substitution of helm and crew will not be allowed without prior written approval of the race committee. No redress to this decision will be allowed. Where a boat proposes to use multiple persons, the crew for specific races should be nominated at registration.
- 18.2 Substitution of damaged or lost equipment will not be allowed unless approved by the race committee on the appropriate form which is to be completed by the measurer and submitted to the race office.
- 18.3 Requests for substitution shall be made to the race committee at the first reasonable opportunity. If damage occurs on the water or immediately prior launching, equipment may be substituted before the following race and written permission shall be requested before the end of protest time on the same day.
- 18.4 The written application for equipment substitution and the approval of the race committee will be displayed on the notice board

19. **EQUIPMENT AND MEASUREMENT CHECKS**

- 19.1 All boats shall be presented for measurement and inspection as required by Instruction 5.1.
- 19.2 A boat, equipment or crew may be inspected at any time for compliance with the class rules and sailing instructions. On return to the launching area, a boat may be instructed by a race committee to proceed immediately to a designated area for inspection.

20. **OFFICIAL BOATS**

Official boats will be marked by displaying a Woollahra SC burgee.

21. **SUPPORT BOATS**

- 21.1 Team leaders, coaches and other support personnel shall stay outside areas where boats are racing from the time of the preparatory signal for the first class to start until all boats have finished or the race committee signals a postponement, general recall or abandonment.
- 21.2 The race officer may require a support boat to assist with emergency duties. During that time the nominated support boat(s) shall be under the control of the race officer



22. RADIO COMMUNICATION

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.

23. PRIZES

Prizes will be given as follows:

- ◆ Perpetual trophies for the Championship
- ◆ Masters (aggregate age 80-99 years)
- ◆ Grand Masters (aggregate age 100 years and over)
- ◆ Super Grand Masters (aggregate age 120 years and over)
- ◆ First Lady Helm
- ◆ First Junior Helm
- ◆ Other prizes may be awarded arbitrarily by the race organisers.

24. DISCLAIMER OF LIABILITY

- 24.1 Competitors participate in the regatta entirely at their own risk. Attention is drawn to rule 4, Decision to Race.
- 24.2 The Organising Authority is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 24.3 The Organising Authority reserves the right to refuse an entry.

25. INSURANCE

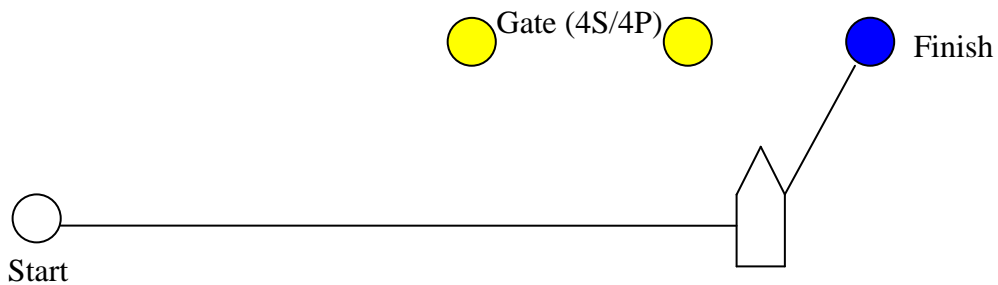
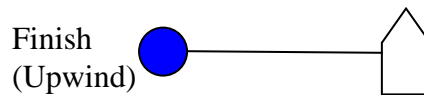
It is a condition of entry in the regatta, that each participating boat shall be insured with valid third-party liability insurance with a minimum cover of AUD\$5 million. The policy should cover all risks that may arise while the competitor is participating in the regatta, whether ashore or afloat. The competitor will be required to sign a statement acknowledging that they have appropriate insurance to the Organising Authority on their entry form.



Appendix 1 – Course Descriptions

Windward/Leeward Course

Designation	Rounding Sequence
D2	Start – 1 – 1a – 4S/4P – 1 – 1a – 4S/4P – Finish (Downwind)
D3	Start – 1 – 1a – 4S/4P – 1 – 1a – 4S/4P – 1 – 1a – 4S/4P – Finish (Downwind)
W1	Start – 1 – 1a – 4S/4P – Finish (Upwind)
W2	Start – 1 – 1a – 4S/4P – 1 – 1a – 4S/4P – Finish (Upwind)
W3	Start – 1 – 1a – 4S/4P – 1 – 1a – 4S/4P – 1 – 1a – 4S/4P – Finish (Upwind)





Appendix 1 – Course Descriptions

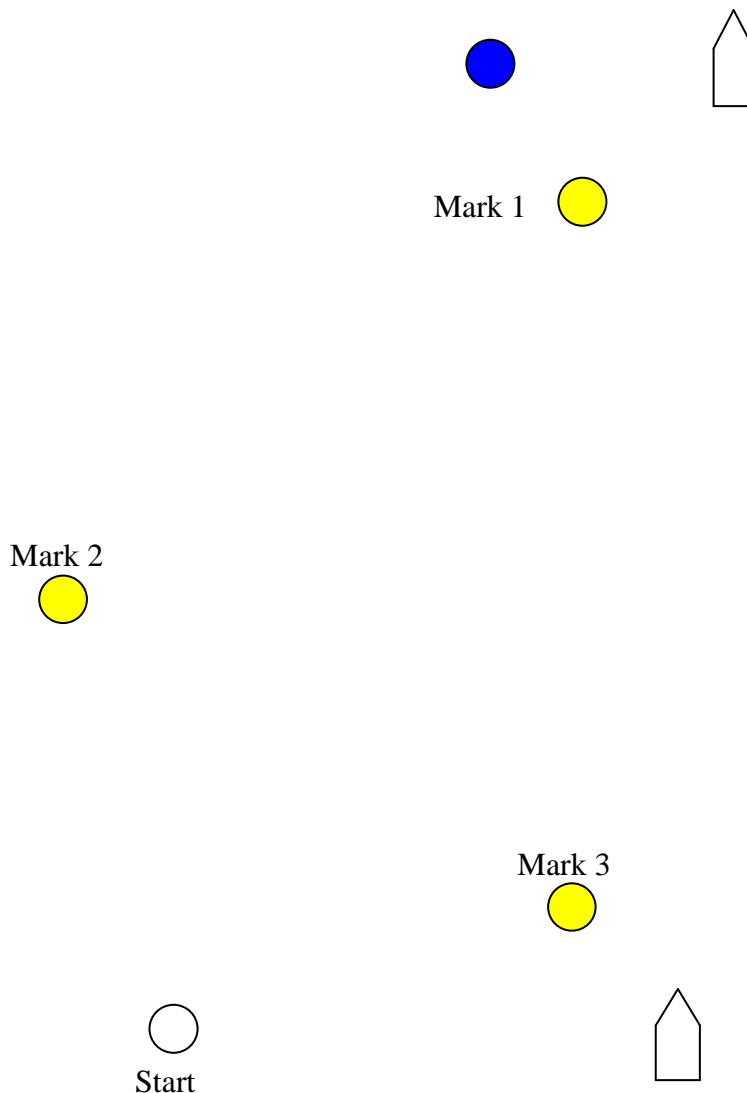
Triangular Course

Designation	Rounding Sequence
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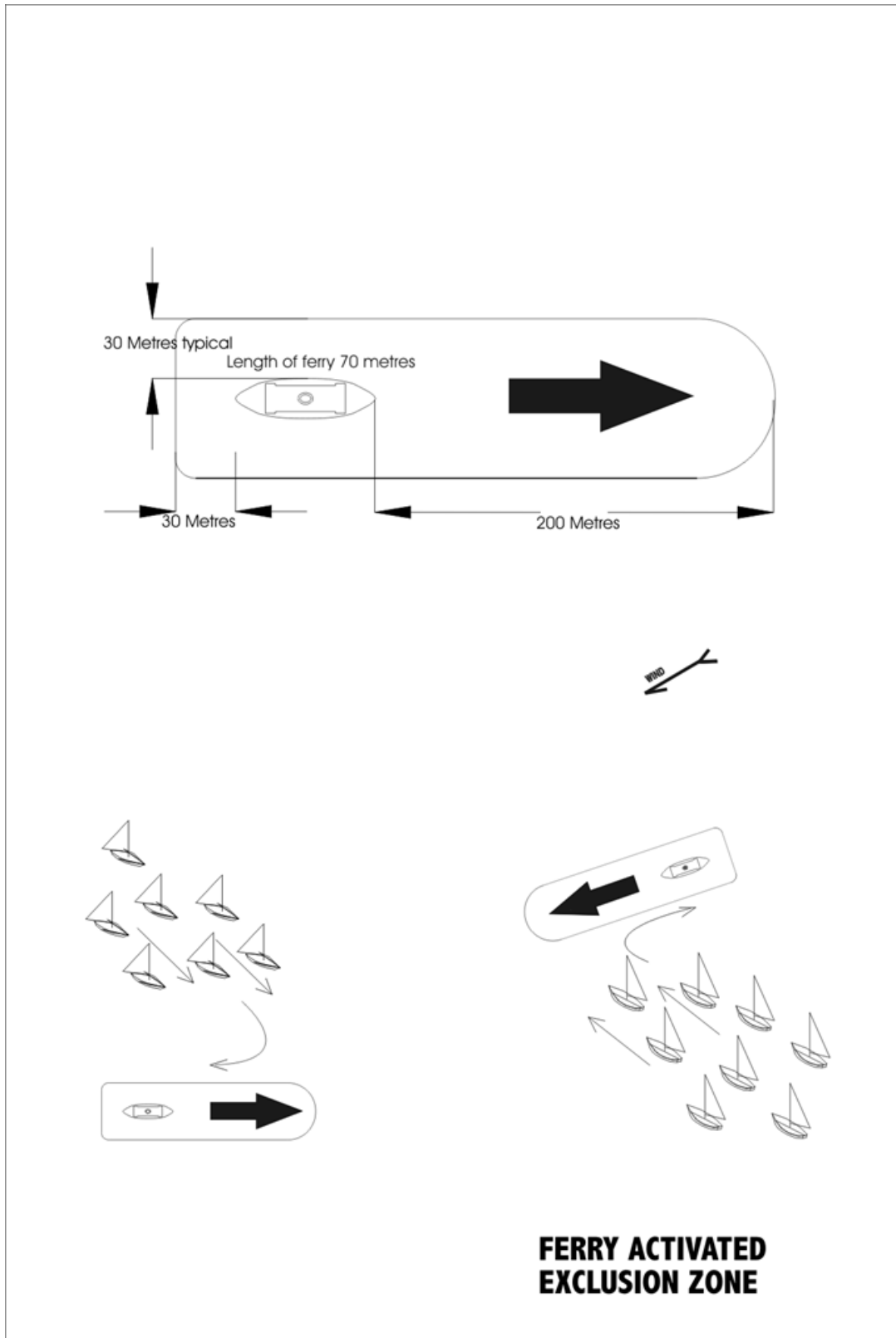
T2	Start – 1 – 2 – 3 – 1 – 3 – Finish (Upwind)
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T3	Start – 1 – 2 – 3 – 1 – 3 – 1 – 2 – 3 – Finish (Upwind)
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All roundings to port unless a Green flag is flown from the committee boat at the Warning Signal



Appendix 2 – Condition 100 (Moving Ferry Exclusion Zone)





NSW Maritime - Yacht Person's Brief

1. Be Safe!

2. Observe NSW Collision Regulations, 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.

Appendix 3 – Course Area

