

2023
Flying Eleven
Port Jackson Challenge

15th October 2023

5th November 2023

Sailing
Instructions

Organising Authority

Manly 16' Skiff Sailing Club

Host Club

Manly 16' Skiff Sailing Club

2023 Flying Eleven Port Jackson Challenge

Sailing Instructions

Organising Authority: Manly 16' foot Skiff Sailing Club

1. Rules

- 1.1. The Regatta will be governed by the 'rules' as defined in The Racing Rules of Sailing (RRS).
- 1.2. The Prescriptions and Part 2 (Off the Beach Boats) Special Regulations of Australian Sailing will apply.
- 1.3. The RRS are altered as follows:
 - 1.3.1. Rule 61.1, Protest Requirements, is amended by deleting the sentence at 61.1(a)(2): "If the hull length of the protesting boat is less than 6 metres, she need not display a red flag."
 - 1.3.2. Rule 64.1 (a) is changed in that the Protest Committee may impose penalties other than disqualification.

2. Notices to Competitors

Notices to Competitors will be posted on the official notice boards at each Host Club.

3. Changes to the Sailing Instructions

- 3.1. Any change to the Sailing Instructions will be posted by 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it take effect.

4. Signals Made Ashore

- 4.1. Signals made ashore will displayed on the flag masts at the Host Club.
- 4.2. When flag AP is displayed ashore "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.

5. Schedule of Events

- 5.1. The Warning Signal for the first race is scheduled for 1425 hours.
- 5.2. Four (4) races are scheduled for the Championship, to be conducted over two days. The Challenge is to be hosted by Manly 16 Foot Skiff Sailing Club. Table 1 shows the regatta schedule.

Table 1 – Regatta Schedule

Day / Date	Event	Time - Warning Signal
Sun 15th October	Race 1 Race 2	1425 As soon as possible after Race 1
Sun 5th November	Race 3 Race 4	1425 As soon as possible after Race 3

6. Class Flags

- 6.1. The Class Flag will be a white flag with a blue Flying Eleven emblem.

7. Racing Areas

7.1. The racing area will be "The Sound" or the waters of North Harbour dependent on conditions.

8. Course

8.1. Attachment A shows the approximate course layouts, the approximate angles between the legs, the order in which the marks are to be rounded and the side on which each mark is to be left.

8.2. The Course to be sailed will be shown by the display of the Course Number flag before or with the Warning Signal.

9. Marks

9.1. The marks will be Inflatable green and white with a pink base and top conical inflatable buoys displaying the M16'SSC logo.

9.2. A Race Committee boat signalling a change of a leg of the course is a mark as provided in Instruction 12.2.

10. Areas that are Obstructions

Attention is drawn to the RMS (Maritime) regulation where no racing vessel shall sail on the shoreward side of any permanent mooring or, in Restricted Waters, on the shoreward side of any pile.

11. Ship and Ferry Exclusion Zones

All boats shall comply with the requirements of the Ship and Ferry Exclusion zones outlined in Attachment C. Failure to do so may result in disqualification at the discretion of the Race Committee

12. The Start

12.1. The starting line will be between a staff displaying an orange flag on the Committee Vessel at the starboard end and an orange inflatable mark at the port end.

12.2. A boat starting later than 4 minutes after her starting signal shall be scored Did Not Start without a hearing. This changes rules A4 and A5.

13. Change of the Next Leg of the Course

13.1. To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) 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.

13.2. Boats shall pass between the Race Committee boat signalling a change of the next leg and the nearby mark. This changes rule 28.1.

14. The Finish

The finishing line will be between a staff displaying an orange flag on a Finish Boat at the starboard end and the Finish Mark at the port end.

15. Time Limits

15.1. The time limit for the first boat to finish will be 80 minutes.

15.2. Boats failing to finish within 20 minutes after the first boat sails the course and finishes will be scored one point more than the number of finishers in that race. This point allocation will be made irrespective of the boat crossing the finish line, but will not apply to boats which have retired. This changes Rules 35, A4 and A5.

16. Protest and Requests for Redress

16.1. Rule 61.1(a)(2) is amended by deleting "if the hull length of the protesting boat is less than 6 metres, she need not display a red flag".

16.2. Protest forms will be available at the Race Office. Protests shall be delivered there within the protest time limit.

- 16.3. The protest time limit is 60 minutes after the last boat has finished the last race of the day. The same protest time limit applies to all protests by the race committee and to requests for redress. This changes rules 61.3 and 62.2.
- 16.4. Notices will be posted within 30 minutes of the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
- 16.5. For the purpose of rule 64.3(b) the 'authority responsible' is the measurer appointed by the Organising Authority.
- 16.6. Breaches of Instructions 10, 11.4, 20, 21, 22, 23 and 25 will not be grounds for a protest by a boat. This changes rule 60.1(a).
- 16.7. The Protest Committee may make any determination in respect of penalties for a breach of a rule other than in Part 2
- 16.8. 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.

17. Arbitration

Appendix T shall apply. Attachment B shows Appendix T in full.

18. Scoring

Two (2) races are required to constitute a series with no provision for discard.

19. Prizes

Prizes may be awarded at the discretion of the race committee.

20. Safety Regulations

All helmspersons intending to race are to sign on at the Committee boat by hailing their boat number while sailing past the stern of the committee boat on starboard tack. It is the responsibility of the helmsman to ensure that they are acknowledged by the Committee boat

21. Replacement of Crew or Equipment

Changes to helmsman and forward hand may be accepted at the discretion of the Organising Authority on application in writing.

22. Measurement

- 22.1. It is the owner's responsibility to ensure that their boat conforms to Class Rules.
- 22.2. The Organising Authority officials may carry out spot checks against compliance with Class Rules, the Sailing Instructions and Australian Sailing Special Regulations Part 2.
- 22.3. Clause 5 of the Notice of Race details measurement responsibilities.

23. 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.

24. Rubbish

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

25. Official Boats

- 25.1. Official boats will be marked with the Manly 16Ft Skiff Club logo and will fly a white flag with a blue Flying Eleven emblem.

26. Support Boats

Team leaders, coaches and other support personnel shall stay 100 metres outside areas where boats are racing from the time of the preparatory signal until all boats have finished or retired or the Race Committee signals a postponement, general recall or abandonment, unless exception is granted by express authority from the Race Committee.

27. Insurance

All competing boats shall certify, by entering, that they carry third party liability insurance of an amount of not less than \$10,000,000. All competitors who sign the entry form / complete on line entry are deemed to have made a declaration that they hold such cover. Competitors not holding this cover shall withdrawal their entry. The helmsperson of each boat must be able to produce proof of cover if requested to do so.

28. Entry Disclaimer

Attention is drawn to Notice of Race Clauses 15 and 16 and Rule 4 Decision to Race "the responsibility for a boat's decision to participate in a race or to continue racing is hers alone."

Attachment:

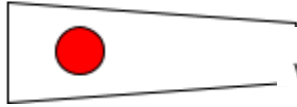
- A. Courses
- B. Appendix T Arbitration
- C. Ferry Exclusion Zone

**Attachment A to
2022 Flying Eleven
Port Jackson Challenge**

Instruction 8 - The Course

F11 - Course 1

Start -



1 - 2 - 3 -

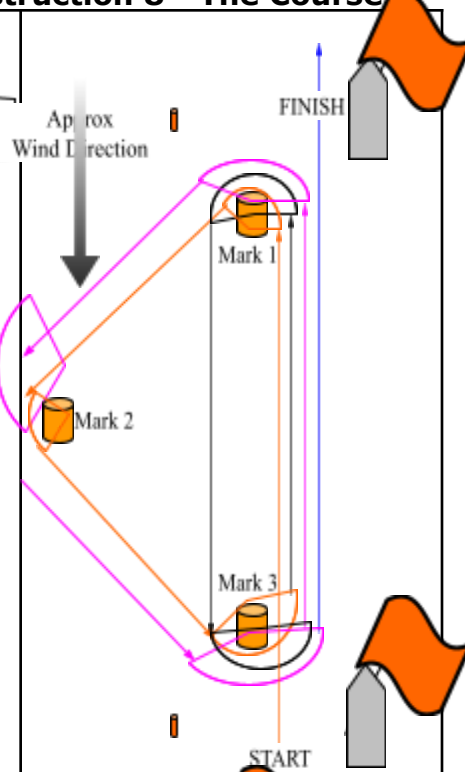
1 - 3 -

1 - 2 - 3 -

Finish

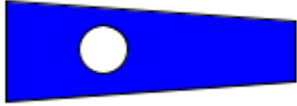
(Marks 1, 2 and 3 rounded to port)

The internal angles between each rounding mark are approximately 60 degrees.



F11 - Course 2

Start -



1 - 2 - 3 -

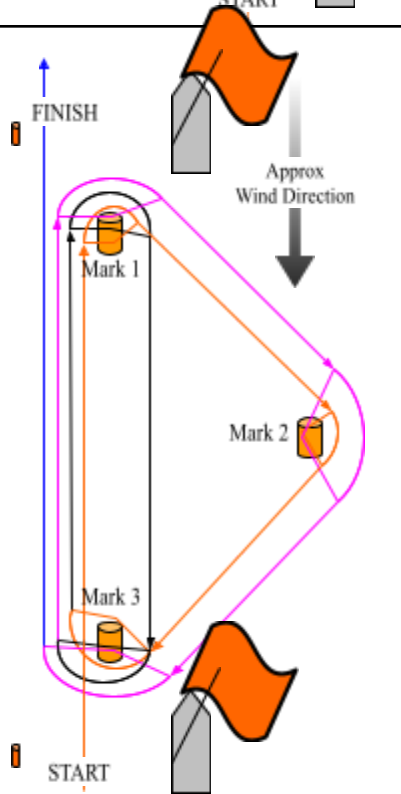
1 - 3 -

1 - 2 - 3 -

Finish

(Marks 1, 2 and 3 rounded to starboard)

The internal angles between each rounding mark are approximately 60 degrees.



**Attachment B to
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Appendix T Arbitration

T1. POST-RACE PENALTIES

- (a) Provided that rule 44.1(b) does not apply, a boat that may have broken one or more rules of Part 2 or rule 31 in a incident may take a Post Race Penalty at any time after the race until the beginning of a protest hearing involving the incident.
- (b) (A Post-Race Penalty is a 30% Scoring Penalty calculated as stated in rule 44.3(c). However, rule 44.1(a) applies.
- (c) A boat takes a Post-Race Penalty by delivering to the arbitrator or a member of the protest committee a written statement that she accepts the penalty and that identifies the race number and where and when the incident occurred.

T2. ARBITRATION MEETING

An arbitration meeting will be held prior to a protest hearing for each incident resulting in a protest by a boat involving one or more rules of Part 2 or rule 31, but only if each party is represented by a person who was on board at the time of the incident. No witnesses will be permitted. However, if the arbitrator decides that rule 44.1(b) may apply or that arbitration is not appropriate, the meeting will not be held, and if a meeting is in progress, it will be closed.

T3. ARBITRATOR'S OPINION

Based on the evidence given by the representatives, the arbitrator will offer an opinion as to what the protest committee is likely to decide:

- (a) the protest is invalid,
- (b) no boat will be penalised for breaking a rule, or
- (c) one or more boats will be penalised for breaking a rule, identifying the boats and the penalties.

T4. ARBITRATION MEETING OUTCOMES

After the arbitrator offers an opinion,

- (a) a boat may take a Post-Race Penalty, and
- (b) a boat may ask to withdraw her protest. The arbitrator may then act on behalf of the protest committee in accordance with rule 63.1 to allow the withdrawal.

Unless all protests involving the incident are withdrawn, a protest hearing will be held.

**Attachment C to
2022 Port Jackson Challenge**

Ship & Ferry Activated Exclusion Zone

1. HARBOUR SAFETY

- 1.1. Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail
- 1.2. Competitors shall not interfere with inbound or outbound shipping.
- 1.3. To comply with Instructions 1.1 and 1.2, 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 30 m from the sides of commercial shipping. An RMS Maritime or Sydney Harbour Ports vessel may escort a vessel from a position ahead of the vessel. Refer to diagram A illustrating this exclusion.
- 1.4. Competitors shall not loiter in the Eastern or Western navigation channels, the regular ferry lanes, nor near heavy traffic areas such as Steele Point, Chowder Head and Georges Head whilst not racing.
- 1.5. Competitors shall not approach within 50 metres of Naval property, such as Chowder Bay wharf.

RMS Maritime - Yacht Person's Brief

1. Be Safe!
2. Observe 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. All craft are to keep 500m clear ahead and 30m clear of each side and stern of seagoing ships. In Sydney Harbour and Botany Bay, seagoing ships over 100m length are escorted by a Sydney Ports' vessel, orange hull and yellow superstructure with flashing red and blue lights. Craft are not to pass between the escort vessel and the seagoing ship under escort. 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.

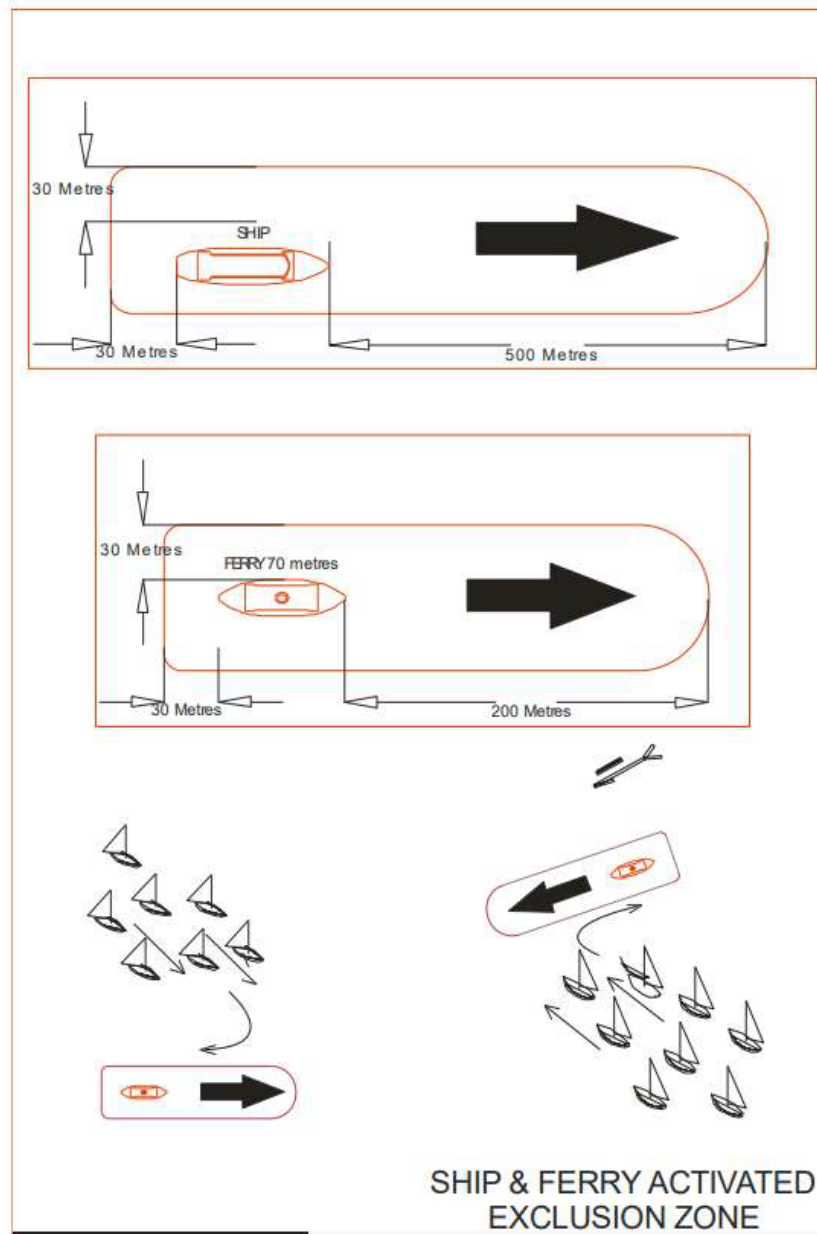


Diagram A