



Sailing Instructions V1.00

Lake Samsonvale Water Sports Association, Inc

New Year's Regatta 21st & 22nd January 2018

Rules

The race or regatta will be governed by YA Racing Rules of Sailing, the prescriptions and special regulations of YA, and the rules of each Class Association

Notices to Competitors

Notices to competitors may be posted on the official notice board located at Race Control

Changes to Sailing Instructions

Any change to the sailing instructions will be posted on the official notice board before 10:00am on the day it will take effect

Signals Made Ashore

Signals made ashore will be displayed at Race Control.

Safety Boats

LSWSA Safety Boats are on the water for your assistance only ... they are **not** Committee Boats. If you capsize, a safety boat will attend, but will give direct assistance only when requested.

Schedule of Races

Races will be in accordance with the LSWSA 'New Year Regatta' Notice of Race (NOR).
First Saturday briefing will be in the clubhouse, and all other briefings will be at Race Control

Class Flags

- Class flags will be pennants with the appropriate letter for each class
- Division A Monohulls with yardstick 126 and above
- Division B Monohulls with yardstick below 126
- Division T Monohull and Multihull trailerboats
- Division C Off-the-beach Multihulls with yardstick 82 and above
- Division D Off-the-beach Multihulls with yardstick below 82

***Classes will be grouped into one of three sequential start times at the discretion of the Race Officer.
The groupings and start times will be announced at briefing***

Racing Area

- The racing area will be on Lake Samsonvale within the defined area illustrated in Appendix A, and not within the prohibited area under the powerlines.

Courses

- Layout of the racing area has resulted in a fixed layout illustrated in Appendix A. Because the course markers cannot be moved, the Race Officer (RO) of the day will set a course giving windward / return legs most appropriate to the prevailing wind at the time of the race.
- The start/finish line extends in line with Race Control from a marker on the shoreline to a buoy partway across the lake. The outer start line mark will be set as a course mark to cause skippers to avoid passing through the finish line before actually finishing.
- To the East of the start line is a mark (A buoy) which is common to all courses. This mark may be included even on course legs that bypass it, for convenience of setting a shortened course flag. In that case it must be observed to port or starboard as appropriate.
- Other course marks are set in a triangle, with an extended course marks C, B and H, and matching 'Inner' marks Ci, Bi & Hi, together with 'Junior' marks Aj, Bj & Cj

Marks

- Major rounding marks A, B, C and H are large rectangular prismatic markers painted yellow.
- The Inner marks Bi, Ci & Hi are yellow inflatable buoys.
- Junior marks Bj & Cj are yellow inflatable buoys. Aj is a yellow pencil buoy.
- The outer start line mark is a yellow cylindrical buoy.
- Some marks will fly a pennant indicating local wind direction. If the course is shortened, the shortened course flag is added, or the pennant is replaced by the shortened course flag

The Start

- Races will be started for each class with a warning signal made five (5) minutes before the starting signal, and additional signals at four (4) minutes and one (1) minute before the actual start signal.
- Timing will be displayed at Race Control for each start time grouping. For your convenience a hooter will be sounded in conjunction with the flags, but the flags are the official signals.
- Depending on weather conditions, starts may be 'Back-to-Back' ie the start of one class being the warning signal for the next class, or there may be an interval between starts. Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- For individual recalls, each boat must take the responsibility for recrossing the start line and starting again. Skippers failing to do this will score DSQ without a hearing
- For general recalls, that particular start group will be moved to the end of the start sequence. If there is a general recall for the last group in the sequence, the warning signal will be given after an interval of five (5) minutes.
- Multiple restarts may get complex ... skippers are to watch the flags, which are the official signals
- A boat starting later than ten minutes after her starting signal will be scored Did Not Start without a hearing.

The Finish

- Each division will have a cut-off time 30 minutes after the first boat in that division has finished. Any boat which has not finished before the cut-off time will be scored Did Not Finish without a hearing.
- If a call is made for a shortened course, the RO will cause the shortened course flag to be displayed on a course marker before the leading boat in that class reaches the buoy. Boats will then proceed from that mark direct to the finish line, following the leading boat's course ... ie. boats on a previous 'lap' will need to complete the lap before finishing.
- If the shortened course flag is displayed on A buoy, it will apply to all classes passing that buoy, even if it is not a turning mark on that leg of the course.
- After finishing, boats will not recross the finish line. If necessary, pass around the outer start line mark, giving way to boats that are still racing.

Penalties and Protests

- Skippers breaching a regulation may accept a DSQ, but are encouraged to substitute a turns penalty and continue racing.
- It is recommended that boat-to-boat incidents be resolved by dialogue on the water, with protested boats taking a turns penalty where appropriate.
- Touching a mark incurs a one-turn penalty (360°). All other breaches incur a one-turn penalty for multihulls (360°), or a two-turn penalty for monohulls (720°), irrespective of division. Such penalty is to be taken after getting well clear of other boats, and as soon after the incident as possible.
- Skippers who are affected by another boat which breaches a rule, or observe another boat breaching a rule, may raise a protest. Written notification on the LSWSA Protest Form should be lodged at Race Control within 90 minutes of the finish time of the last boat in that race.
- Skippers who feel disadvantaged by another boat may raise a Request for Redress. Written notification on the LSWSA Request for Redress Form should be lodged at Race Control within 90 minutes of the finish time of the last boat in that race.
- Minor protests (typically boat-to-boat incidents) may be resolved by members of the Sailing Committee present on the day.
- Major protests involving damage or injury will be examined in deliberation by the full Sailing Committee.

Scoring

- The low point scoring system will apply
- Other considerations will be in accordance with the particular NOR for that event

Safety Regulations

- In accordance with LSWSA By-Laws, Personal Floatation Devices (Types 1, 2 or 3) are to be worn by all persons at all times when on the water. This is a requirement of SEQWater.
- Skippers will sign in and sign out on the entry form at Race Control
- A boat that retires from a race shall notify the race management team as soon as possible.
- All boats on the water, including those not racing, will accept direction from the Safety Boat Operator(s)

Disclaimer of Responsibility

- Competitors participate in events entirely at their own risk. See Racing Rules of Sailing, Rule 4, 'Decision to Race'.
- LSWSA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

Insurance

- Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$5,000,000

Appendix A LSWSA fixed course layout

Not to Scale NB. Limit of sailing is the western side of the power lines

