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**2024 FRED NEILL TROPHY
Match Racing Championship
27-28 APRIL 2024**

SAILING INSTRUCTIONS

Abbreviations

PC – Protest Committee

RRS – Racing Rules of Sailing

CYCSA – Cruising Yacht Club of South Australia

RC – Race Committee

SI – Sailing Instructions

YSF- Youth Sailing Foundation

OA – Organising Authority

NoR – Notice of Race

WS – World Sailing

NA – National Authority

AS – Australian Sailing

SI APPENDIX A – EVENT FORMAT AND SCHEDULE OF RACES

SI APPENDIX B – HANDLING BOATS

SI APPENDIX C – EQUIPMENT LIST

SI APPENDIX D – MATCH RACING PENALTIES

SI APPENDIX E – FLAGS FOR START, UMPIRE & ELLIOTTS

SI APPENDIX F – HYDROGRAPHIC – MARINA ENTRY

Defined Terms/Roles	Meaning/Personnel/Contacts
Event Organizing Authority (OA)	Cruising Yacht Club of South Australia
Managing Director	Adam Hays
Sailing Operations Manager	Greg Allison (Regatta Coordinator)
Racing Manager	Inese Lainis (Boating Office)
Venue/Race Area	North Haven waters
Online Notice Board (ONB)	https://cycsa.com.au/fred-neill-match-racing/
VHF Channel	77 (Back up 73)
Principal Race Officer	Darryl Emery
Helm CYC2	John Collett
CYC2 Assistants/Scoring	Greg Borg, Terry Denham
Weather mark laying/changing	AS Tinny: David Hughes, Michael Nettle
Starting Line laying/changing	CYC5 (Greg Allison)
Changeover Coordinator	Peter Sheridan (Channel 77, based on Clockwork)
Changeover Boat 1	CYC5 White Rib (Greg Allison)
Changeover Boat 2	Sat: Clockwork: (Helm: Andrew Lloyd) & CYC5 Sun: CYC5, CYC3 & AS Rib
Media Boat/Commentary	CYC5 (Greg Allison/Harry Fisher/Alex Dare)
Chief Umpire 1 CYC3 Rib	Wayne Thompson
Umpire 2 AS Rib	Simon Irving
Umpire 3 LBSC Rib	John Whitfield & Andrew Waterman
Umpire 4	Andrew Waterman
Shore base support coordinator	Michael Nettle
Shore base on water support	John Whitfield & Andrew Waterman LBSC Rib
Live Results	https://bit.ly/FredNeillResults
Round-Robin Draw	https://bit.ly/FredNeillDraw
Changeover Schedule	https://bit.ly/FredNeillChangeovers
Elliott Maintenance Coordinator	Guy Wogan-Provo (0401922582)
Medical "Go To" person	Greg Allison (0417778232)
Hospitality Coordinator/Chef	Haresh Singh/Camillo Crugnale
Official What's App Channel	https://chat.whatsapp.com/KkJXU6P0gYM3TtDsMtNAo
Match Racing Video Training	TBA

Schedule:

Day	Time	Event
Saturday 27 April 2024:	0830	Coffee and Tea available
	0900	Registration - Welcome Briefing in Horizons
	0930	Duty crew and umpires depart to set course
	1055	First warning
	1100	First flight commences:
	1600	Racing concludes
	1630	Umpires/duty crew meeting
	1645	Music by Daniel Nannes commences CYCSA's Bistro open for meals and drinks
	Sunday 28 April 2024:	0900
0930		Competitor Briefing Horizons
0945		Umpires Briefing Horizons Duty crew and umpires depart to set course
1030		First warning
1100		First flight commences:
1430		Last Round Robin Start commences
1500		Finals commence
1630		Racing concludes
1700		Presentation commences in Patio
1730		CYCSA's Bistro open for meals and drinks
1730		OA reps, Duty Crew reps and Umpire Reps meet in Meeting Room for 30 minute debrief

All times subject to change.

** Competitors are reminded to bring their own lunch each day

1 RULES

- 1.1 The event will be governed by:
 - (a) The 'rules' as defined in the RRS 2021-2024, including Appendix C
 - (b) The rules for the Handling of Boats (SI Appendix C)
 - (c) Class rules will not apply.Any prescriptions of the NA that will apply will be posted on the Official Notice Board. If there is a conflict between rules, regulations or NoR, other than the RRS 2021-2024, then the Sailing Instructions will prevail. This changes RRS 63.7.
- 1.2 Add after the first sentence of Appendix A5: When only one boat in a match fails to sail the course in accordance with RRS 28.1, she shall be scored DNF without a hearing.
- 1.3 A boat may not request redress under RRS 62.1(a). The PC may consider giving redress under the rules if it believes that an error has been made. The RC or match umpires may request the PC to consider this. This changes RR62.1(a).
- 1.4 When the umpires proceed under RRS C8.6, they will follow the guidance in SI Appendix E.

2 ENTRIES AND ELIGIBILITY

- 2.1 Only teams invited by the OA shall be eligible to enter the event.
- 2.2 After the warning signal for a match the registered skipper shall not leave the helm, except in an emergency.
- 2.3 When a registered skipper is unable to continue in the event, the OA may authorise an original crew member to substitute.
- 2.4 When a registered crew member is unable to continue in the event, the OA may authorise a substitute, a temporary substitute or other adjustment.
- 2.5 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the umpires or PC.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located in the CYCSA Boating Office and on the club's Online Portal link under the Fred Neill tab.
- 3.2 Signals made ashore will be displayed from the Flag pole on the CYCSA lawn before boats leave the shore. When on the water, changes will be communicated on the nominated VHF Channel.
- 3.3 Flag AP displayed ashore means 'boats shall not leave the CYCSA Marina but shall wait for further instructions.' The attention signal will be made not less than 30 minutes after removal. This amends RRS Race Signals.
- 3.4 Skippers will attend daily briefing at 0930hrs

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 30 minutes before the start of any race affected and will be signed by the RC representatives.
- 4.2 Amendments made afloat will be communicated on the nominated VHF Channel.

5 BOATS AND SAILS

- 5.1 The event will be sailed in Elliott 7 Class boats.
- 5.2 The sails to be used will be allocated by the OA.
- 5.3 The sail combination to be used will be signalled from the RC vessel with or before the attention signal. The signals shall have the following meaning:

<u>Signal</u>	<u>Sail combination to be used</u>
No signal	Full sails (Main, Jib & Symmetrical Spinnaker)
International Code Flag 'J'	Main & Jib only

- 5.4 Other restrictions or instructions may be given to the boats verbally by an umpire or via radio communication. Flag 3rd substitute is not required.
- 5.5 The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned that boat will be given the temporary use of another boat.
- 5.6 The RC may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6 IDENTIFICATION AND ASSIGNMENT OF BOATS

- 6.1 Boats will be identified by the bow number.
- 6.2 Boats will be allocated by draw, either daily or for each stage as decided by the RC.

7 CREW


- 7.1 The total number of crew, including the skipper, shall be four or five. All registered crew shall sail all matches unless permission for changes is given under SI 2.3 or 2.4.
- 7.2 The total weight for the crew including the skipper, dressed in at least shorts and shirts, shall not exceed 350kg, determined at the time of registration or such time as required by the OA.

8 EVENT FORMAT AND STARTING SCHEDULE

- 8.1 The event format and schedule are detailed in SI Appendix A.
- 8.2 The racing days are 27 and 28 April, 2024.
- 8.3 The intended time of the first attention signal will be 1050hrs.
- 8.4 The latest time for an attention signal will be approx. 1630hrs.

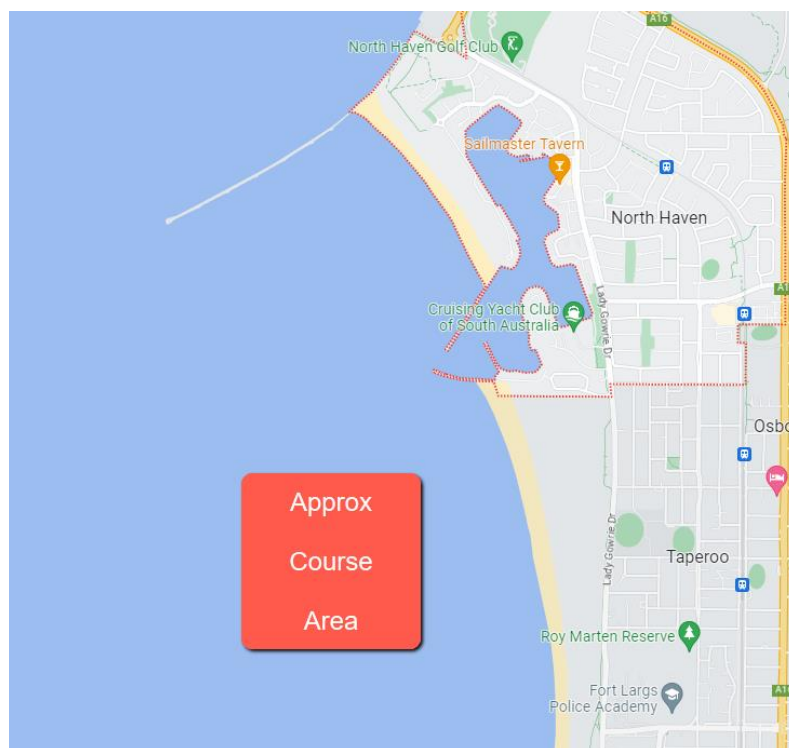
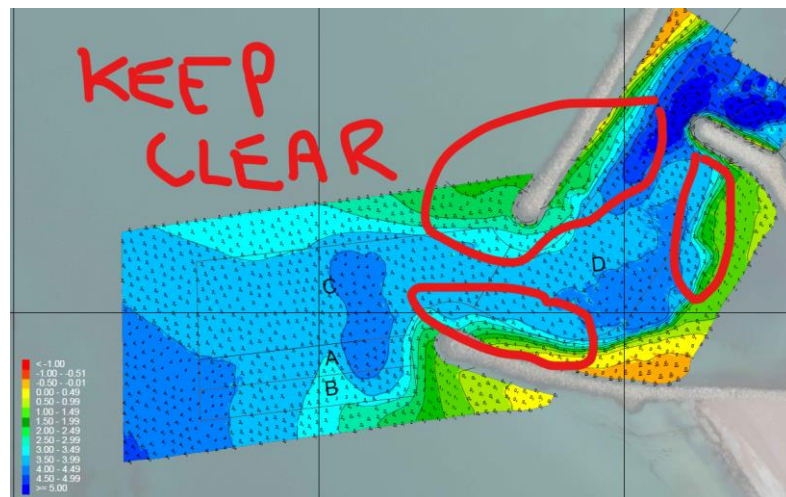
- 8.5 The number of matches to be sailed will be determined by the RC.
- 8.6 The RC may terminate any stage of the event when, in its opinion, it is impractical to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 8.7 Amend RRS C10.3: 'RRS C10.3 shall apply if 60% or more of the round robin is complete. However, if any of the competitors have completed less than 60% of the scheduled matches, the entire round robin shall be disregarded and if necessary, the event declared void.
- 8.8 Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (International Code Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.
- 8.9 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. A pink flag will be displayed as the preparatory signal for a blank start. No other starting sequence flags will be displayed for a blank start.
- 8.10 When, in a knock out series:
 Skippers shall alternate assigned ends for each match. The higher placed skipper from Stage 1 in each match will be assigned the starboard entry for the first match
 Skippers may exchange boats after the odd matches.
 When a winner of a particular series has been determined, subsequent starts will be brought forward to eliminate blank starts. Competitors will be so advised verbally by an umpire.
- 8.11 The PRO may at his/her discretion change the weather mark at any time during a race.

The Start sequence

Time	Flag	Sound	Action
-5 minutes		↑ one	One minute to "entry" – match 1
-4 minutes		↑ one	"entry" boats need to be outside end
-2 minutes		↑ Only if displayed	Only if failed to cross start line
-1 minute		↓ one	One minute to start
0(-5/-10) minutes		↓ One	Start match 1, 1 minute to entry match 2

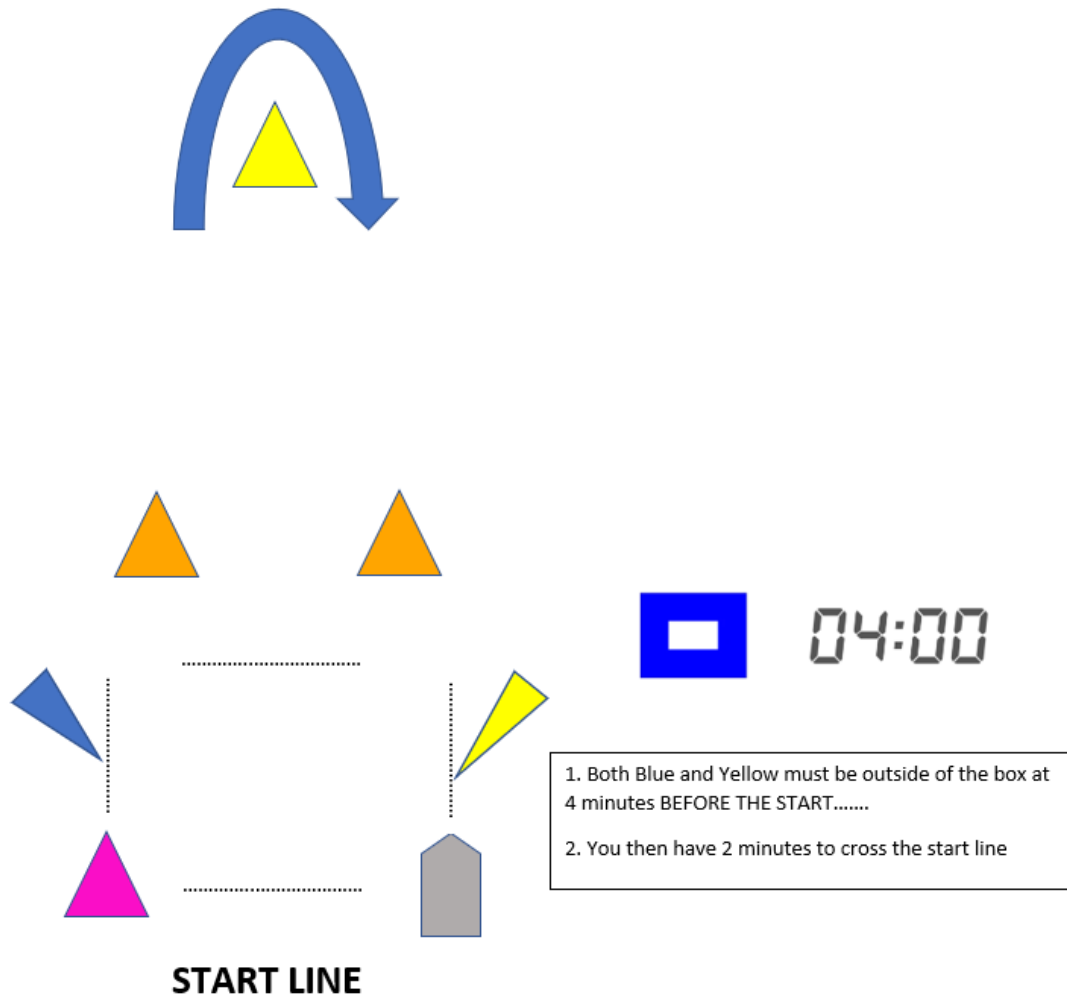
9 RACING AREA

- 9.1 The intended racing area will be in the vicinity of North Haven, Gulf St Vincent and as close as possible to shore to facilitate the operation of media cameras and drone equipment.
- 9.2 On the way to the race area, **PLEASE KEEP IN THE MIDDLE OF THE CHANNEL....RACING WILL PROCEED REGARDLESS OF WHETHER A BOAT HAS RUN AGROUND!**



10 COURSE

10.1 Course Configuration (not to scale)



- (a) Course signals will be displayed from the RC vessel, at or before the warning signal. Mark 1 shall be laid to windward of the starting line and rounded to starboard.
- (b) Mark 2a and 2b will be a gate and shall be laid approx. 50m to windward of the starting line. Boats must pass between the marks of a gate from the direction of the previous mark (rules 28.2(c)). In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.

(c)	<u>Signal</u>	<u>Course</u>
	No Signal	Start – W – L – W – Finish
	International Code Flag 'S' (2 sounds)	Start – W – Finish
	<u>MADE BY THE PRO AT ANY TIME DURING THE RACE</u>	

10.2 Description of Marks:

- (a) The RC vessel will be identified by an Orange flag signifying the vessel and of the start/finish line.
- (b) The start/finish line pin mark will be a Pink inflatable mark.
- (c) Mark 1 will be a Yellow inflatable mark.
Gate marks 2 and 3 will be Orange inflatable marks
- (d) The replacement marks will be an orange with black band inflatable marks.
- (e) The start/finish line will be a straight line between the course side of yellow inflatable mark and an orange flag on the flag mast of the RC vessel. This amends RRS Race Signals.
- (f) Signal mark shall be the mast on CYC2

10.3 Abandonment and Shortening:

- (a) RRS 32 is deleted and replaced with: 'After the starting signal the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practical.
- (b) Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies only to that match.
- (c) Abandonment of a match that has started will be signalled by an official vessel displaying flag 'N' and a numeral pennant denoting the match number or by the match umpires approaching the two boats concerned and hailing. This alters RRS Race Signals.

11 BREAKDOWN AND TIME FOR REPAIRS

- 11.1 Before the attention signal of a flight or within two minutes of finishing, whichever is later, a boat may display Code Flag Lima (L) to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to close to leeward of the RC vessel and remain there, unless otherwise directed.
- 11.2 The time allowed for repairs shall be at the discretion of the RC.
- 11.3 After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 11.1.
- 11.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.

12 STARTING PROCEDURE

- 12.1 The attention signal (Int. Code Flag F) will be displayed 7 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 12.2 The next flight number may be displayed on the RC vessel by way of a numeral board.
- 12.3 The warning signal may be made one minute after the removal of the AP or N unless at that time the race is abandoned again or postponed. This alters RRS Race Signals and C3.2(b) and (c).

13 CHANGE OF POSITION OF THE WINDWARD MARK

- 13.1 Changes to the course will be made by moving the weather mark. There may be notification to competitors. (this changes RRS 33 and Race Signals)

14 TIME LIMIT

A boat that does not finish within 5 minutes after her opponent has completed the course will be scored DNF. This changes RRS 35 and A5.

15 PRIZES

- 15.1 Prizes will be awarded to:
 - a. The winning team of the Fred Neill Match Racing Challenge.
 - b. The team finishing second
 - c. The first Youth team
 - d. The first Women's team
 - e. The first International team
- 15.2 Other prizes may be awarded.
- 15.3 The OA may reduce a prize in the case of misconduct or refusal to comply with any reasonable request, including attendance at official functions.

16 CODE OF CONDUCT

- 16.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with media, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 16.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Appendix C and D.
- 16.3 The penalty for breaking this SI 16.1 and 16.2 is at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of prizes or the withholding of damage deposits.

- 16.4 The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire initiated penalty under RRS C5.2 or C5.3:
- (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - (b) Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - (c) Abuse of umpires before or after a decision (see also MR Call M4).
- 16.5 Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prizes or the withholding of deposits.
- 16.6 Gross breaches of this SI may be referred to the PC by the OA for action under RRS 69.

17 DISCLAIMER

17.1 All those participating in the event do so at their own risk and responsibility. Competitors must acknowledge this prior to competing and release the OA and its sponsors and their respective officers, employees, volunteers and members from all liability by signing a form provided by the OA.

17.2 Specific attention is drawn to RRS Fundamental Rule 3, which states:

“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”

SI APPENDIX A – EVENT FORMAT AND SCHEDULE OF RACES

EVENT FORMAT:

Stage 1 – Round Robin

Each skipper is scheduled to sail each other once. At the conclusion of the Round Robin, positions 5 – 12 will be determined by percentages achieved.

Stage 2 – Petit Finals

The top four skippers will advance to the petit finals.
1v4 and 2v3 (One Race)

Stage 2 – Finals

The winners of the Petit Finals progress to the Finals:
First boat to win 2 races will be declared the winner of the regatta.

SI APPENDIX B – HANDLING BOATS

GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

PROHIBITED ITEMS AND ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire or the RC otherwise, the following are prohibited:

- (a) Any additions, omissions or alterations to the equipment supplied.
- (b) The use of any equipment for purpose other than that intended or specifically permitted.
- (c) The replacement of any equipment without the sanction of the RC.
- (d) Sailing the boat in a manner that is reasonable to predict that significant further damage would result.
- (e) Moving equipment from its normal stowage position except when being used.
- (f) Boarding a boat without prior permission.
- (g) Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- (h) Hauling out a boat or cleaning surfaces below the waterline.
- (i) Attaching lines to the fabric of spinnakers.
- (j) Using any other lines excluding sheets to assist with leverage.
- (k) Perforating sails, even to attach tell tales.
- (l) Radio transmission (including mobile phones) while racing.
- (m) Adjusting or altering the tension of standing rigging.
- (n) Using a winch to adjust the mainsheet, vang or cross sheeting.
- (o) Omitting any headsail car or turning block before sheeting.
- (p) The use of electronic equipment other than watches.
- (q) Using the spinnaker pole to wing out the foresail.
- (r) Marking directly on the hull or deck with permanent ink.
- (s) Any adjustments to the spinnaker bags or their attachments.
- (t) The use of the shrouds above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited.
- (u) Extending the bowsprit on any leg of the course when racing with symmetric spinnakers.
- (v) A breach of SI Appendix C2(t) & C2(u) is not open to protest by boats but is subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

PERMITTED ITEMS AND ACTIONS

3.1 The following are permitted:

- (a) Taking a bag on board containing:
 - Basic hand tools
 - Adhesive tape
 - Line (elastic or otherwise of 4 mm diameter or less)
 - Telltale material
 - Watch, timers and hand held compass
 - Shackles and clevis pins
 - Velcro tape
 - Spare flags
- (b) Using the items in 3.1 to:
 - Prevent the fouling of lines, sails and sheets
 - Prevent sails being damaged or falling overboard.
 - Mark control settings
 - Make minor repairs & permitted adjustments
 - Attach tell tales
 - Make signals as per RRS C6

SI APPENDIX C – EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

Sails and Sailing Equipment

- (a) Mainsail and set of battens
- (b) Headsail
- (c) Spinnaker
- (d) One spinnaker pole
- (e) Two spinnaker sheets
- (f) One headsail sheet
- (g) Tiller extension
- (h) Safety gear, tools and other equipment
- (i) One set of flags (1 X Y-Flag, 1 X L-Flag, 2 x Yellow Sidestay Flags, 2 x Blue Sidestay Flags)
- (j) One bucket & lanyard with sponge
- (k) Tow rope
- (l) Two paddles, anchor, torch, knife

MANDATORY ITEMS AND ACTIONS

The following are mandatory:

- (a) The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. The report shall include any evidence of matters that could cause damage or disadvantage to the boat in future matches. Failure to submit a damage report on any day will result in a \$50 AUD deduction from the crew's damage deposit.
- (b) At the end of each sailing day:
 - Folding, bagging and placement of the sails as directed
 - Leaving the boat in the same state of cleanliness as when first boarded that day
- (c) At the end of each day for a particular boat the crew shall clean the boat (cabin and decks), remove all trash, remove all tape and marks and use bucket and sponge to remove any water from bilge.
- (d) Any requests to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- (e) Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- (f) A breach of SI Appendix C 4 will be considered damage and the cost of rectification will be deducted from the damage deposit

APPENDIX D – MATCH RACING PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

RRS Appendix C6.6 and C8.6 permits the umpires or PC to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the PC has good reasons to do so, it may apply a different penalty. Damage will be divided into 3 levels.

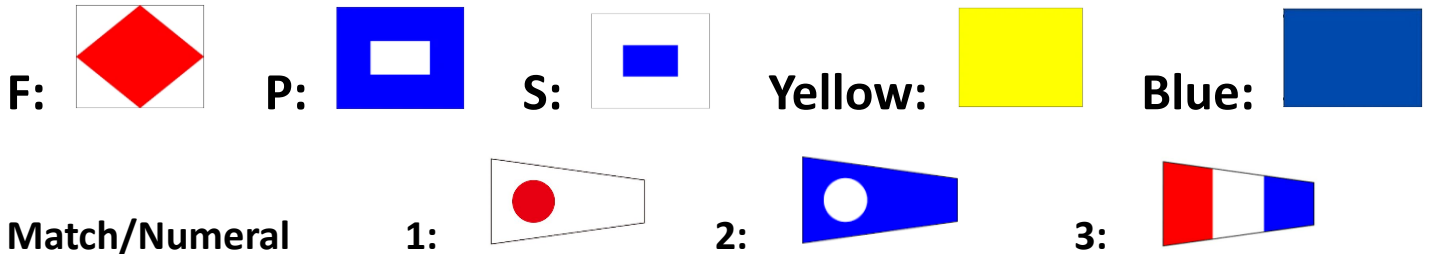
Level	Extent	Effect
Level A - Minor Damage	Does not significantly affect the value, general appearance or normal operation of the boat.	Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work.
Level B - Damage	Affects the value and/or general appearance of the boat	The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work.
Level C - Major Damage	The normal operation of the boat is compromised and its structural integrity may be impaired.	The boat will need some repair work before racing again. Requires more than 3 hours of work.

Point Penalties – to be applied without a hearing (this changes RRS C8.6):

Level	Round Robin	Knock Out
A	None	None
B	Half point	Three quarters of a point
C	One point	One point

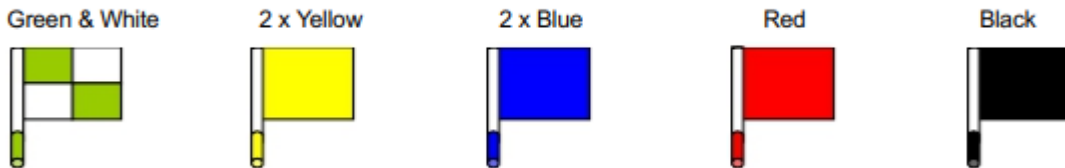
APPENDIX E – FLAGS FOR START, UMPIRE & ELLIOTTS


1. FLAGS: START BOAT (CYC2):



2. FLAGS: UMPIRE BOATS (3)

Provide one set per umpire boat + spare set.



Each Umpire boat also has a spare "Y" flag 

3. FLAGS: EACH ELLIOTT (6)



Attach to BOTH side stays before each flight as per flight schedule with supplied rubber bands or velcro.



C3.1. Starting Signal Procedure

The signals for starting a match shall be as follows. Times shall be taken from the visual signals; the failure of a sound signal shall be disregarded. If more than one match will be sailed, the starting signal for one match shall be the warning signal for the next match.

Time	Visual	Sound	Signal
7	Flag F	One	Attention signal
6	Flag F removed	None	
5	Numeral pennant displayed*	One	Warning signal
4	Flag P displayed	One	Preparatory signal
2	Blue or yellow flag or both displayed**	One**	End of pre-start entry time
1	Flag P removed	One long	
0	Warning signal removed. New pennant hoisted	One	Starting signal

** These signals shall be made only if one or both boats fail to comply with rule [C4.2](#). The flag(s) shall be displayed until the umpires have signalled a penalty or for one minute, whichever is earlier.

APPENDIX F – HYDROGRAPHIC – MARINA ENTRANCE

