

OXLEY SAILING CLUB INC

THE SAILING INSTRUCTIONS OF THE OXLEY SAILING CLUB INC Amended December 2019

1.0 STATUS

The 2017-2020 World Sailing (WS) Racing Rules of Sailing and Australian Sailing (AS) prescriptions are supplemented by the O.S.C. Inc. Rules and these Sailing Instructions, and hence the latter two documents rank as Rules.

For the purposes of the Rules, the Race Committee shall consist of the Commodore, Vice-Commodore, Rear Commodore, Handicapper, O.O.D., Starter, Timekeeper and Launch Captain of the day and the Hon. Secretary (ex-officio).

2.0 COURSES / START / FINISH

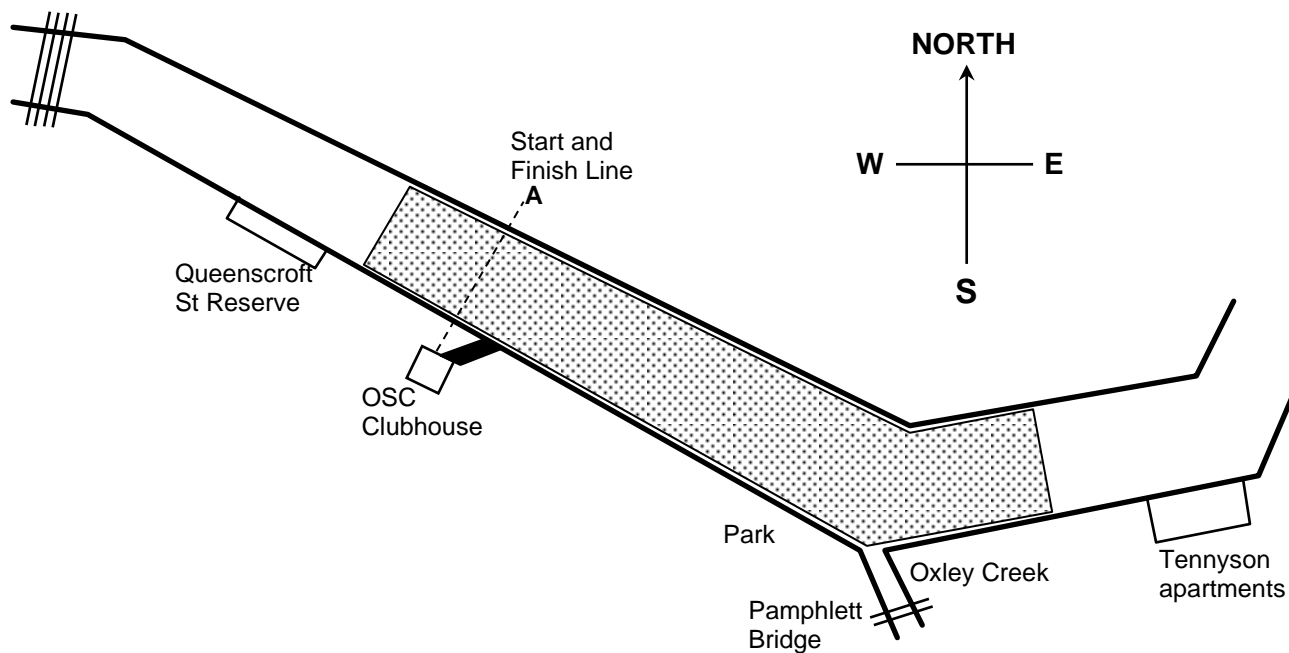
2.1 **RULES:** Races will be sailed under the provisions of the above three documents. For sailboards, AS Appendix B shall apply.

2.2 **COURSES:** Courses will be set in the shaded area of the Indooroopilly and Canoe (Tennyson) Reaches of the Brisbane River. Courses will comprise mixtures of 'sausage', triangle, rectangle/trapezoid elements to best suit the wind on the day and the constraints of the river. If possible, marks will be laid with the intention of providing the best true beat to windward on one leg.

The number of laps will vary according to class, wind conditions, and time available.

Course details will be confirmed at the pre-race-1 briefing.

Appendix 5 shows typical courses and mark positions for the 'traditional' 1-race-per-day courses and typical short courses.



2.3 COURSE SIGNALS

<u>Course</u>	<u>Signal Board</u>
No. 1	Yellow with Black 1
No. 2	Yellow with Black 2
No. 3	Yellow with Black 3
No. 4	Yellow with Black 4
No. 5	Yellow with Black 5
No. 6	Yellow with Black 6

2.4 CLASSES & CLASS SIGNALS:

'All classes' flag only.

2.5 TIME OF START

2.5.1 The dates and places of the races will be found on the Notice Board in the Club House, or on the OSC website.

2.5.2 All classes – race 1 of the day - 2.20pm;

2.5.3 **PERRY MARATHON** - Special sailing instructions apply.

2.6 STARTING SIGNALS

- 2.6.1 At least ten minutes before the advertised time of the start, the Course Signals will be displayed on the Starter's Platform.
- 2.6.2 **Warning Signal** (Class Flag) will be hoisted 5 minutes before the start of each class and should be accompanied by a sound signal.
- 2.6.3 **Preparatory Signal** Flag P (Square white flag with blue border) will be hoisted 4 minutes before the start of each class and should be accompanied by a sound signal.
- 2.6.4 **One-minute Signal** Flag P will be lowered 1 minute before the start; this should be accompanied by a long sound signal.
- 2.6.5 **Starting Signal** At the start the class flag will be lowered; this should be accompanied by a sound signal.
- 2.6.6 **Recalls** A general recall may be required by the Starter and will be signified by two sound signals in quick succession and display first substitute. Individual recalls will be signified by one sound signal after the starting signal and code flag X. The personal onus system will be used for individual recalls - a boat continuing to race after being over the line at the start will be automatically disqualified. Decisions as to the correctness of the start rest solely with the Starter. Recall numbers will not be in use.
- 2.6.7 **Abandonment** Flag N (Blue & White checks)
- 2.6.8 **Postponement** Answering Pennant (Red & white vertical stripes)
- 2.6.9 **IMPORTANT:** Competitors not under Starter's Orders shall keep clear of the Starting Line prior to their race and all boats, having completed their race, shall keep clear of the finishing line. (See also WS Rule 22.1).
- 2.6.10 **Round an End or One Minute Rule** Code Flag (letter) "I" displayed instead of "P" as the preparatory signal indicates Rule 30.1 will be in effect for this start.
- 2.6.11 Subsequent starts for additional races will follow as soon as possible after the completion of the earlier race and follow the 5 minute start sequence, 2.6.2 through to 2.6.10

2.7 STARTING LINE - SHOWN AS 'A' IN APPENDIX

Between the flag pole on the Starter's Platform and the lead on Indooroopilly Island. When one or two green buoys are laid, they restrict the length of the line available for starting. When one green distance buoy is laid then all boats must pass between this buoy and the Starter's platform. When two green distance buoys are laid then all boats must pass between the two green buoys. The green buoys will be laid as close as possible to the line, and boats must observe the green marks as they start, or immediately before starting if the buoys are on the start side of the line, or immediately after starting if the buoys are on the course side.

2.8 FINISHING LINE AND SHORTENING COURSE

- 2.8.1 The finishing line will usually coincide with the starting line. Any green buoys laid for the start have no effect on the finish. Any shortening of the course will be indicated by the hoisting by the Starter of Flag S (blue square flag with white border) indicating that the race is to finish with the round about to be completed by the leading boat (ie at the crossing of the finishing line in the appropriate direction). If possible, this flag will also be exhibited by a Club launch.
- 2.8.2 The Officer-of-the-day or the Starter may at his or her discretion, direct that a race be shortened at a location other than the Starting line. Races may therefore be finished at any mark of the course in a manner as detailed in WS Rule 32.

- 2.9 CHANGE OF COURSE: Not applicable other than shortening or abandonment. At the discretion of the Officer of the Day, buoys may be moved to adjust the length of a race, providing, the same course configuration is maintained, and no boat is disadvantaged.

3.0 ELIGIBILITY/SAFETY/PENALTIES/PROTESTS

- 3.1 ELIGIBILITY: Craft and Crew must satisfy the requirements of the Club and of the classes to which they belong unless an exception has been sought from and approved by the Sailing Committee. In particular Club Membership and Yacht Registration requirements must be satisfied and evidence of measurement to satisfy Class Rules must be provided when requested. Boats sailed at Oxley Sailing Club are required to have at least \$10million in public liability insurance.
- 3.2 ENTRY: Entries may be made between 1.00pm and the start of the race on the day of the race by printing the required information in the appropriate columns of the Entry and Declaration register (aka Signon/off sheet) in the Clubhouse and paying the prescribed fee. Sailing fees may also be paid in advance as part of membership subscription.
- 3.3 DECLARATION: A declaration shall be signed in the Entry and Declaration Register by the Helm of each craft which has entered, to the effect that they have sailed the race according to the Rules, or that they have retired or did not finish (see Appendix 2). The time limit for signing off is 5.30pm on the day of the race, or in special circumstances at a later time determined for each class by the O.O.D. and Starter.
- 3.4 SAILING INSTRUCTIONS
 - 3.4.1 **Distribution** Copies of the Sailing Instructions will be available on the club notice board or the website.
 - 3.4.2 **Changes:** Will be notified on the Notice Board at the Clubhouse and club web site immediately following the Meeting which makes such changes. If made when the start is imminent, then yachts will be notified verbally before their warning signals.
 - 3.4.3 **Oral Instructions** Will not be given after the warning signal, except where a state of emergency exists, such as to make it the only method applicable.

3.5 BUOYANCY AND SAFETY

- 3.5.1 Safety Precautions - subject to Class dispensation granted by AS. All buoyancy tanks must be watertight.
- 3.5.2 Lifejacket / Personal Flotation device (PFD) must be worn at all times while afloat.
- 3.5.3 A centreboard must be attached to the boat by means of a cord or pivot bolt and nut.
- 3.5.4 The rudder must have a retaining device fitted to prevent it falling off.
- 3.5.5 All yachts on the Club Register shall have placed on the hull externally on the transom, or on both sides of the hull near the transom, in legible letters and figures of minimum height 50mm the following - (1) Name of Yacht; (2) Registered Sail Number; (3) Name of Club, which may be abbreviated to Oxley S.C. or O.S.C.
- 3.5.9 It is recommended that catamarans have sufficient mast buoyancy to prevent complete inversion.
- 3.5.10 SAIL NUMBERS etc. All craft must carry identification numbers - preferably the registered number with its Association. If not so eligible, then a Club number will have to be allotted.

3.7 ALTERNATIVE PENALTIES:

- 3.7.1 Rules and penalties as per the current version of the WS rule book and the AS rule book apply.

3.8 PROTEST PROCEDURE: (WS Rule 61)

- 3.8.1 Notice of intention to Protest is to be given (a) to the yacht against which the protest is to be made by hailing at the first opportunity and, if the hull length of the protesting yacht is 6 metres or more, by the flying of a Red Flag; (b) to a member of the Race Committee as soon as practicable after the race; and (c) by Notice on the Declaration Form on the day of the race.
- 3.8.2 The protest written on the AS Protest Form shall be mailed or delivered to a Flag Officer of the Club within 2 hours of the completion of the race.
(**N.B. AS PROTEST FORMS ARE AVAILABLE FROM THE CANTEEN**)
- 3.8.3 Protest hearings will commence at the latest by 5.30pm on the first racing Saturday after the event by a Protest Committee, comprising no fewer than three members of the Race Committee or others appointed by the race committee should an issue of Interested Parties arise. With the concurrence of all parties, a protest on the last race of a Season will be heard on the following Saturday, if not before. It is understood that presentation of their cases, including the presence of any witnesses in support, is the responsibility of the Protester and the Protestee.
- 3.8.4 EXEMPTION FROM APPEAL: Not applicable - Appeal is to Yachting Queensland Appeals Committee.

4.0 FURTHER INFORMATION:

- 4.1 **Length of Course 1:** (approx). All Boats 11km; Lasers 11km; O'pen Bic 7km; Mirrors/Hérons 11km.
- 4.2 **Time Limit for Finishing:**
- 4.2.1 Races will be sailed back to back with first warning signal not before 1420hrs. (2.20 pm).
- 4.2.2 Target time for short course races is 40 minutes.
- 4.2.3 Any boat finishing a race more than 15 minutes after the first boat finisher of her class will be recorded as Did Not Finish (DNF).
- 4.2.4 Subsequent races start as soon as possible after the finish of the preceding race.
- 4.2.5 Last race for the day will have warning signal not later than 1615hrs.(4.15 pm)
- 4.2.6 Notwithstanding any other provisions of this clause, for the last race of the day, any boat finishing after 1720hrs (5.20 pm) will be recorded as DNF.
Note: It is the responsibility of all skippers to ensure that their boats are off the water before sunset, approx 1735-1835hrs (5.35-6:35 pm). This may require an early decision to call for outside assistance. .
- 4.3 **Postponed or Abandoned Races:** Later sailing to be announced by the Sailing Committee whose determination in this regard will appear in the amended program.
- 4.4 **Scoring System:**
- 4.4.1 For the Equitable System in use at the Club see Appendix 2. Championship: 12-18 races (all races on Championship days), 1 discard for every 3 races; scoring on line position; or, for mixed classes, scoring on line position adjusted by YV Yardstick. Aggregate Handicap Trophies: all nominated races; scoring on handicap position.
- 4.4.2 Sailors performing Club Duties (OOD, support boat, etc) will be awarded handicap points approximately equal to average points over all sailors over the season, so that they are not disadvantaged by their service.
- 4.4.3 When Oxley boats are absent from their home waters as official representatives of the Club at another Club or Association event, those sailors attending the event will similarly be awarded "Representative" handicap points. An application should be made in good time by the Class Secretary to the Commodore for the recognition of such events.
- 4.5 **Results of Races:**
- 4.5.1 Provisional results will be posted on the Club website as soon as convenient after completion of races, with notification to members by email
- 4.5.2 Apparent errors in the results should be promptly reported to the Handicapper; in the absence of such reports they will be taken to be correct.
- 4.6 TROPHIES Awarded at end of season based on Aggregate Handicap and Championship points.
- 4.7 INFORMATION ON TIDES AND CURRENTS: Will be the responsibility of participating craft.
- 4.8 DISCLAIMER: All those taking part in Oxley Sailing Club races do so at their own risk and responsibility. The Club is **NOT** responsible for the seaworthiness of a yacht whose entry is accepted, or the sufficiency or adequacy of its equipment. The Club reserves the right to refuse an entry.
Attention is drawn to the WS Fundamental Rule 4 which states: "The responsibility for a boat's decision to participate in a race or to continue to race is hers alone."

APPENDICES

1. MEMBERS OF THE SAILING COMMITTEE:

Commodore, Vice-Commodore, Rear Commodore, Handicapper, Starter, Timekeeper, Launch Captain, Beach Master, Honorary Secretary (ex officio).

2. METHODS OF CALCULATING POINTS IN THE EQUITABLE SYSTEM

Each Helm to finish receives 100 bonus points, plus 1 point for each boat beaten, less 1 point for each 0.2% of the winner's corrected time after the winning boat, provided that the maximum deduction for second place is 25 points, for the third is 45 points, for the fourth is 60 points, for the fifth is 70 points, for the sixth is 75 points and for seventh to last is 80 points. In addition, any boat that starts but does not complete the course gets 10 points.

A Did Not Finish (DNF) result implies that the sailor was still trying to complete the course when time ran out. Their handicap is adjusted to reflect an appropriate finish time after the last boat or the expiry time.

A boat that does not complete the course for any other reason should sign off Ret[ired].

Handicaps are available from the Handicapper.

3. HANDICAPS AND POINTS ATTACH TO HELM

When a Helm changes dinghies within the same class the handicap and accumulated points (Aggregate Handicap and Championship) transfer with the Helm.

4. 'PURE' CLASSES

Impulses, Lasers and Allboats comprise a single Senior Class; results and points are declared for the Senior class, and handicaps are calculated based on the whole Senior class. In addition, results and points are declared for various 'pure' classes (e.g. Impulse, Laser, Laser Full Rig); these results are based on handicaps from the Senior class - handicaps are not recalculated for the smaller pure class cohorts.

5. TYPICAL COURSES

This appendix is included for historical reasons, and to guide the Officer of the Day in course selection.

Note that in the following course descriptions:

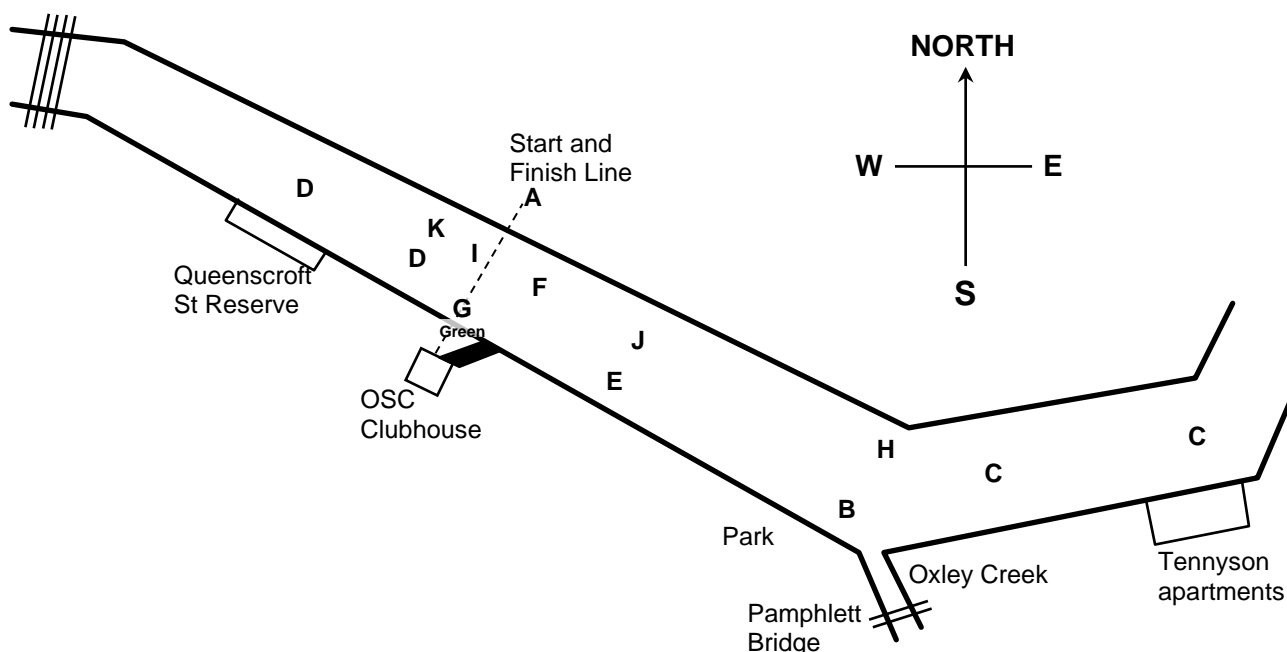
(a) Course 1, 2 & [old] 3 are historical 'long' (1 race per day) courses

(b) Course 5 is the evolution of previous courses 4 (triangle, sausage, triangle) & 5 (3 triangles) set further down the Indooroopilly Reach in 1997 (and earlier?), and moved to off the clubhouse in 2001 (when it was initially called course 6!).

(c) Course 4 is the 'pure sausage' variant of the 2001 course 4, introduced in 2002

(d) Course 6 is the triangular course also introduced in 2002 which allows use of better wind at the mouth of Oxley Creek. In practice, with a small triangle, up to 6 triangles were sailed.

(e) Course 3 is the recent (2015?) rectangular short course. It reuses the number 3 as old course 3 was simply a reversal of course 1 for Westerly winds.



On courses 1, 2 & 3 Mirrors and O'pen Bics use inner buoys C and D; other classes use outer buoys C and D.

(continued over page)

Course 1 (Wind NE'ly)**Senior: All boats, Lasers.****Impulse.**

A (Start)
BCD
BCD
A (Finish)

Course 2 (Wind SE'ly) ***All Classes**

A (Start)
BD
BD
BD
A (Finish)

Course 4**All classes**

A (Start)
ED
ED
ED
A (Finish)

Course 1 (Wind NE'ly)**Mirrors, Pacers**

A(Start)
BCD
BCD
BCD
A (Finish)

Course 3 @**All Classes**

A (Start)
EJKD (repeat required number of laps
A (finish)

Course 1 (Wind NE'ly)**O'pen Bics**

A (Start)
BCD
BCD
A (Finish)

Course 5 #**All classes**

A (start)
EFD
EFD
EFD
A (Finish)

Course 6 +**All Classes**

A (start)
BCH
BCH
BCH
A (Finish)

On all courses leave all buoys to port. If required by wind and/or tide conditions, courses may be reversed [start downstream, anticlockwise, buoys to port becomes start upstream, clockwise & buoys to starboard: eg course 5 A DFE ... DFE A] or rotated [same rotation, but starting in opposite direction; eg course 5 A DEF ... DEF A]. A buoy not mentioned may be passed on either side. Refer to the Course Diagram for the approximate positions of the buoys.

*** 'Slalom' variation to course 2**

When designated by the Officer of the Day, the following variation to course 2 will apply to designated classes:

An extra mark I will be laid near the start-finish line toward the northern bank; this, together with the starting line green buoys F (nearest the northern bank) and G (nearest the southern bank) will add a slalom to the downwind legs as follows:

B to port, as normal course 2
add: F to port; G to starboard; I to port
D to port, as normal course 2

On triangular course 5, used for short course racing, the number of laps may vary between classes and races.

+ For course 6 a shortened course will be indicated by a patrol boat stationed by mark B, C or H flying a code flag S; the finish will be between that patrol boat and the mark. When flag S is shown with class signal, the shortening applies to that class only.

@ 'Sausage' variation to course 3

Course 3 has been sailed as A EJEJKDKD ... A, adding sausages to the downstream and upstream ends of the rectangle (or to just one end). This is deprecated as without a further 'clearance' mark, dangerous conflicts are produced.