

TSCQ Sailing Instructions for 2019 Season

1. INTRODUCTION

The Club conducts sailing activities on Moreton Bay and Wivenhoe Dam in south-east Queensland, and social activities in the surrounding areas. The sailing activities include races and cruises.

Club members may also participate in sailing activities conducted by other organisations. The Club is a member of the Manly Combined Clubs (MCC) and races conducted by MCC are part of the Club's racing program.

These sailing instructions apply only to races conducted by the Club. Club members shall abide by the relevant sailing instructions when participating in activities conducted by other organisations.

All Club races will be governed by the current version of the Australian Sailing Racing Rules of Sailing (currently 2017-2020) except as prescribed by these sailing instructions (refer to Appendix 1 Sailing Instructions Guide).

Club races will be conducted under the control of the Starter and the Sailing Committee. In the event of any dispute, the Sailing Committee's interpretation of these Sailing Instructions is final.

2. SAFETY REQUIREMENTS

The Club stresses that safety is the personal responsibility of the skipper and crew. It is the sole responsibility of each skipper to decide whether to start or continue in a race. The skipper or crew is not to hold the Club responsible in any way for any mishap.

All Club races will be classed as Category 5, and any boat which does not comply with these regulations may be disqualified or penalised at the discretion of the Sailing Committee.

When an official strong wind warning is current, skippers of yachts are encouraged to fit storm boards and secure hatches, and all crews of yachts are encouraged to wear life jackets.

All yachts fitted with retractable ballast keels are encouraged to have the keel fully lowered and locked whilst racing.

All crew on yachts not fitted with lifelines **MUST** wear approved personal flotation devices at all times except when in the cabin.

3. RENDERING ASSISTANCE

All boats shall render assistance to another in peril whenever possible. Boats doing so that are able to rejoin the race may claim a time allowance by advising the Starter within one hour of finishing. Where it is impracticable to rejoin the race, the skipper so inconvenienced may apply to the Sailing Committee to have the race abandoned.

4. PARTICIPATION

Club members who enter Club races (whether as a skipper or as crew) are deemed to have accepted the provisions of these sailing instructions and undertake to comply with them.

Non-members may participate in Club races as guests with the approval of the Starter. It is the Starter's responsibility to ensure that all guest skippers are made aware of the provisions of the sailing instructions. It is each skipper's responsibility to ensure that any guest crew comply with the provisions of the sailing instructions.

Only skippers who are financial members of the Club may score points in Club races (including races conducted by MCC). A person becomes financial when their application for Club membership has been approved and their fees are paid. A person becomes unfinancial when their fees are more than three months in arrears (i.e. after 30 September).

If a skipper changes their boat during the season, the points scored in all races prior to the change will be credited to the new boat.

5. RACES

When for any reason less than two boats are prepared to sail in any race, the race will be declared as a no race and will not be resailed. A boat starting in a race, but not finishing, shall notify the Starter before returning to shore. This may be done verbally, by radio, or via another boat.

Single-handed sailors may use an auto pilot or other self-steering device during club races, but only for short periods and not for the entirety of any leg of the course.

6. POSTPONEMENTS

Any decision to postpone or cancel a race will be made by the Starter.

7. WEATHER WARNINGS

In the event of a strong wind warning being issued for Moreton Bay by 7:00 am on the day of the race by the Bureau of Meteorology www.bom.gov.au, the race will be cancelled (except for races at Wivenhoe Dam), unless in the considered opinion of the Starter, the conditions during the period of the race will be safe for all boats. If a strong wind warning is issued after 7:00 am, the race may be cancelled or abandoned at the discretion of the Starter.

In the event of the Saturday race of a weekend event being cancelled or abandoned, a Sunday race may be programmed at Manly, subject to weather conditions.

8. STARTS AND FINISHES

All Club races will employ a staggered start in accordance with the start times allocated by the handicapper. These times may be adjusted by the Starter if there are only a small number of boats, or if the start has to be postponed or moved due to prevailing conditions.

Boats must pass the start mark within a distance of approximately 30 m, crossing an imaginary line at approximately 90° to the course (or between the mark and the start boat) at or after their allotted start time. All times will be based on GPS time. For boats that do not have a GPS timepiece on board, the Starter will call the correct time via the radio approximately 10 minutes prior to the start time for the first boat. It is the responsibility of each skipper to note that time and make any necessary adjustment to the timepiece they are using, to ensure that their start and finish times are in accordance with this time.

The finish will be between the finish boat and the last mark of the course; or adjacent to, and within 30 m of the last mark at approximately 90° to the course, if there is no finish boat.

Elapsed times (including any time penalties) will be taken and adjusted by their Club handicap (PBH) to produce corrected times, on which results are based.

PBH based staggered start times (for an 11:00 am start):

0.650 or less – 10:40 am (or 20 minutes before the nominated start time)

0.651 to 0.700 – 10:50 am (or 10 minutes before the nominated start time)

0.701 to 0.750 – 11:00 am (or at the nominated start time)

0.751 to 0.800 – 11:10 am (or 10 minutes after the nominated start time)

More than 0.800 – 11:20 am (or 20 minutes after the nominated start time)

If any boat gains an unfair advantage at the start, the Starter shall recommend a time penalty to the Sailing Committee. Any skipper so penalised by the Sailing Committee will be given the right to appeal within 48 hours, in writing (email or text message is acceptable).

This changes RR 26.

9. COURSES

Courses for Club races and for the usual weekenders are available from the website. It is the skipper's responsibility to have up-to-date copies of all courses on their boat.

For all Club races the Starter shall advise skippers of the course to be sailed. Each course may be sailed in reverse to suit prevailing conditions. The Starter may modify the selected course to suit prevailing conditions, and must notify all skippers of any change.

If boats are in different divisions and sail different courses in MCC races, the elapsed times for the boats sailing the longer course will be adjusted pro rata to the ratio of the nominated distances of the courses.

10. BUOYS AND MARKS

All course marks shall be rounded as per the course instructions. All navigation aids are to be passed on their correct side (the side where it is intended vessels of significant draft would be safer to pass), except as notified in the course instructions. This changes RR 28.1. A minimum clearance of 20 metres must be left when passing all fixed navigation marks.

The Sailing Committee, upon advice from the Starter, may penalise any boat up to 30 minutes for incorrect rounding of sailing marks or navigation aids, after taking into consideration any advantage which may have been gained, and whether the boat has attempted to exonerate itself under RR 44.2. In all cases the skipper shall be advised and an appeal to the Sailing Committee may be made in writing (email or text message is acceptable) within 48 hours. The Sailing Committee shall avoid total disqualification except in the most serious of cases.

11. PROTESTS

Protests are generally not consistent with the culture of the TSCQ and should be considered as a last resort in exceptional circumstances. Completing a penalty turn may help avoid a protest against a boat in the wrong.

For the purposes of RR 60, the Sailing Committee will fulfil the roles of the Racing Committee, the Protest Committee and the Technical Committee.

A protest must be advised to the Starter, either verbally, by radio or in writing, within one hour of the last boat finishing the race. This changes RR 61.2.

12. TIME LIMITS

The time limit, unless otherwise advised by the Starter, will be six hours after the nominated start time (5:00 pm for an 11:00 am start). Boats not finished when the time limit has expired will be recorded as DNF. This changes RR 35.

13. SHORTEN COURSE

For a Club race, the Starter may shorten the course if it becomes apparent that a significant number of boats in the race are unlikely to complete the course within the time limit. The Starter will ascertain the position of the leading boat, and nominate a mark of the course that has not been passed by any boat as the finish mark. Each skipper should record their time at this mark.

The Starter may shorten the course at their discretion, if there is a sound reason for not completing the original course, such as impending bad weather. This changes RR32.1 and RR 32.2.

14. COMMUNICATIONS

For Club races VHF Channel 72 shall be the operating frequency. If the course crosses the Brisbane River shipping channel, a watch must be maintained on VHF Channel 16 when in the vicinity of the shipping channel.

15. CLUB CHAMPIONSHIP

The point score for the Club Championship will be the competitor's total score for their best ten results in all sailed races, including those conducted by MCC. The boat with the lowest number of points scored will win the Club Championship. In the event of a tie, the boat with the most first places will be the winner. If two or more boats are still equal, there will be a countback, discarding one race (highest score) at a time until there is a winner. The same system will be used in the event of a tie for second or third place.

16. OTHER TROPHIES

Other trophies may be sailed for as determined by the Sailing Committee.

17. POINT SCORING SYSTEM FOR CLUB CHAMPIONSHIP

Scoring for all races, including MCC races, is as follows:

Points will be awarded according to the ISAF Appendix A Low Point System.

1st = 0.75, 2nd = 2, 3rd = 3, 4th = 4 etc

DNF = Boats in race +1.

DNS = Boats in Race +2.

18. HANDICAPS

The Club uses performance based handicaps (PBH) to score all races. Handicaps at the commencement of the 2019 season shall be allocated by the Handicapper based on the previous season's performance. For all boats with a current MCC handicap, this will be reduced by 10% to obtain the boat's Club handicap. Boats without an MCC handicap will have a handicap allocated at the discretion of the Handicapper. These handicaps are adjusted during the season based on the boat's performance in all races, including MCC races.

New boats to the club will be handicapped to the highest level of their class, but may be adjusted after three races consequent on observed performances.

When a skipper changes the rig of their boat the skipper must inform the Handicapper of the changes before competing in a Club race. The Handicapper, in consultation with the Sailing Committee, may adjust handicaps at any time during the season.

After each race the handicaps will be adjusted according to the following rules:

- The average corrected time for all boats completing the race is calculated
- The corrected time for each boat is compared to the average corrected time and the difference calculated as a proportion of the average corrected time
- The boat's handicap is adjusted up or down by one third of this proportion, depending on whether its corrected time is faster or slower than the average corrected time