

2020 HARKEN Open Championship

SAILING INSTRUCTIONS

Friday 20th November to Sunday 22nd November 2020

Organising Authority (OA)
Royal Prince Alfred Yacht Club

PART ONE – General Sailing Instructions

1 ENTRIES AND ELIGIBILITY

- 1.1 To remain eligible the entire crew shall complete registration, deposit **A\$1000** for damage and complete crew weighing, all between **0800-1000hrs Friday 20th November 2020**, unless extended by the OA.
- 1.2 In the event that the OA decides a deduction from the damage deposit is required, the deposit must be restored to its original amount before the team will be permitted to continue in the event.
- 1.3 In the event the OA insurance refuses to pay for damage the competitor/s shall be liable for all damage incurred.
- 1.4 Each skipper is responsible for the damage or loss to their boat unless responsibility is otherwise assigned by the Umpires or PC.
- 1.5 After the warning signal for a race or match, the registered skipper shall not leave the helm, except in an emergency.
- 1.6 When a registered skipper or crew is unable to continue in the event, the OA may authorise a substitute.

2 COMMUNICATIONS WITH COMPETITORS

- 2.1 Notices to competitors will be posted on the ONB located adjacent to Club Reception.
- 2.2 Signals made ashore will be displayed from the flagstaff, located in front of the Clubhouse.
- 2.3 There shall be a daily Skippers Briefing and Boat Draw, in Halyards **0930hrs**. The Group and Boat Draw shall be conducted following the briefing.

3 AMENDMENTS TO THE FORMAT

- 3.1 The Race Committee may change the format of Addendum A or B, add a stage or terminate any stage of the event when, in its opinion, it is impracticable 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.

4 AMENDMENTS TO SAILING INSTRUCTIONS

- 4.1 Amendments to the SI made ashore will be posted at least 1 hour before the start of any race affected.
- 4.2 Flag L over the numeral pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the race course.
- 4.3 Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate these either verbally or in writing.

5 BOATS AND SAILS

- 5.1 The sail combination to be used will be signalled from the Race Committee Vessel with or before the attention signal. The signals will have the following meanings:

Signal	Sail Combination to be used
No signal displayed	Mainsail, Jib & Asymmetric Spinnaker
International Code Flag "J"	Mainsail & Jib

- 5.2 Other restrictions or instructions may be given to the boats verbally by an umpire. Flag 3rd substitute is not required.
 - 5.3 The Race Committee 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.
- #### 6 IDENTIFICATION AND ASSIGNMENT OF BOATS
- 6.1 Boats will be identified by bow and sail numbers. Bow numbers shall take precedence should there be a discrepancy between the two.
 - 6.2 Boats will be drawn at the beginning of each day or as decided by the Race Committee. Boats will be exchanged in accordance with the boat draw and race schedule.

7 CREW MEMBERS, NUMBER and WEIGHT

- 7.1 Refer NoR 9.

8 RACING AREA

- 8.1 The Racing Area will be on the waters of Pittwater.

9 AREAS THAT ARE OBSTRUCTIONS

- 9.1 While racing, boats shall not sail within the area of water between the registered moorings, including Police or NSW Maritime moorings. These areas rank as obstructions.

10 BREAKDOWN AND TIME FOR REPAIRS

- 10.1 A boat may signal using the **Green** flag, a breakdown or damage to the boat, sails, or injury to crew, and therefore, request a delay to the next start or flight; before the signal of a race, within two minutes of finishing, or within five minutes of changing into a new boat.
- 10.2 She shall proceed as directed by the Race Committee Vessel. The time allowed for repairs will be at the discretion of the Race Committee.
- 10.3 After the beginning of the starting sequence for a race or match, it will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4 Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the beginning of the starting sequence, shall not be grounds for redress. This changes RRS 62.

11 COACH VESSELS

- 11.1 Refer NoR 15.

12 MEDIA, IMAGES & SOUND

- 12.1 Refer NoR 14.

13 PRIZES

- 13.1 Prizes will be awarded as follows (amends NoR 13)
- 2020 HARKEN Open Championship – 1st Place, Championship Winning Team
 - 2020 HARKEN Open Championship – 2nd Place
 - 2020 HARKEN Open Championship – 3rd Place
 - 2020 HARKEN Open Championship – 4th Place
 - 2020 HARKEN Open Championship – 1st Place, Fleet Race Runner Up Series
 - 2020 HARKEN Open Championship – 1st Youth Team
 - 2020 HARKEN Open Championship – 1st Female Team

14 CODE OF CONDUCT

- 14.1 Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 14.2 Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum C.
- 14.3 The penalty for breaking SI 14 is at the discretion of the PC and may include exclusion from further participation in the event or the withholding of deposits.

15 DISCLAIMER

All those taking part in the event do so at their own risk. The OA, its associates and appointees accept no responsibility for any loss, damage, injury or inconvenience incurred, howsoever caused.

PART TWO – Fleet Racing Sailing Instructions

16 ADDITIONAL RULES

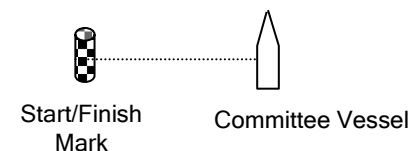
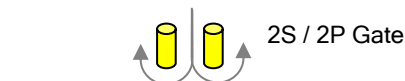
- 16.1 The rules as defined in the RRS including Addendum Q: Umpired Fleet Racing.
- 16.2 RRS Q2.1 is amended to replace “Red Flag”, with “Code Flag Y”.

17 SCHEDULE OF RACING

- 17.1 The Fleet Race Qualifying Series is scheduled for **Friday 20th November and Saturday 21st November 2020**.
- 17.2 The First Scheduled Warning Signal each day, will be **1100hrs**.
- 17.3 At the Boat Draw, Skippers will be drawn into one of three GROUPS (Group A, B or C).
- 17.4 Racing will be conducted with two groups racing at a time, the remaining group will have a BYE. The order in which groups will race together will be:
GROUPS A and B, then,
GROUPS B and C, then,
GROUPS C and A.
- 17.5 The Fleet Race Runner Up Series is scheduled for **Sunday 22nd November**. The First Scheduled Warning Signal will be **1100hrs** (Schedule to be confirmed at the Briefing and Boat Draw (**0930hrs**)).
- 17.6 There will be no Warning Signal after 1630hrs, on Sunday 22nd November.

18 COURSE CONFIGURATION & SIGNALS

- 18.1 The Course Configuration will be as shown in the diagram opposite.
- 18.2 Course signals will be displayed from the Race Committee Vessel, at or before the warning signal.
- 18.3 Mark 1 and Mark 1a shall be rounded to Port. In the absence of Mark 1a, boats shall round Mark 1 and proceed to sail the course.
- 18.4 Mark 2S/2P 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)). The gate may be laid



after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.

Signal	Description
Code Flag 'W'	Start - 1 - 1a - Gate - 1 - 1a - Finish
Code Flag 'S'	Start - 1 - 1a - Finish

19 DESCRIPTION OF MARKS

- 19.1 The Race Committee Vessel will be identified by the RPAYC Burgee.
- 19.2 The Starting/Finishing line mark will be a **Black & White** inflatable buoy.
- 19.3 Marks 1 & the GATE, will be **Yellow** inflatable buoys, which may have a red/white sponsor branding on it.
- 19.4 Mark 1a will be a **Red** inflatable mark
- 19.5 The Starting/Finishing Line will be a straight line between the course side of a starting/finishing mark and an **Orange** flag displayed on the Race Committee Vessel.

20 CHANGE OF THE NEXT LEG OF THE COURSE

- 20.1 To change the next leg of the course, the Race Committee will replace the original mark with a **Green** 'change mark', in the new position. In the event of a change of course, there will be no Mark 1a.
- 20.2 When in a subsequent change a new mark is replaced, it shall be replaced by an original mark.

21 UMPIRE IMPOSED PENALTIES

- 21.1 A **Green and White** flag with a long sound means "No Penalty".
- 21.2 A **Red** flag with one long sound means "A penalty is imposed or remains outstanding". The umpire will hail or signal to identify each such boat. The Penalty shall be a One-turn Penalty in accordance with RRS44.2.
- 21.3 A **Black** flag with one long sound means "A boat is disqualified". The umpire will hail or signal to identify the boat disqualified. A boat that is disqualified shall promptly leave the course area.
- 21.4 The penalty for any infringement of the rules other than RRS Part 2 is at the sole discretion of the Protest Committee may be other than DSQ. This changes RRS64.1.

22 TIME LIMIT

- 22.1 Boats failing to finish within 5 minutes after the first boat finishes shall be scored Did Not Finish 'DNF'. This amends RRS 35, A4 & A5.

23 SCORING

- 23.1 Racing will be scored in accordance of RRS Appendix A, except that;

- 23.2 A boat that *Did Not Start, Did Not Finish, Retired* or was *Disqualified*, shall be scored points for the finishing place one more than the boats in the Race. Changes RRS 4.2
- 23.3 There shall be no discarded scores; a boat's series score shall be the total of her races scores.
- 23.4 The Fleet Race Qualifying Series will consist up to 12 races for each boat.
- 23.5 The Fleet Race Runner Up Series is a separate series of up to 3 races, all races to count. No points shall carry over from the Qualifying Series.

PART THREE – Match Racing Sailing Instructions

24 ADDITIONAL RULES

- 24.1 The rules as defined in the RRS, including Appendix C.
- 24.2 Add to RRS C7.2: (g) If one boat has finished and is no longer racing and the other boat has an outstanding penalty, the umpires may cancel the outstanding penalty. This changes RRS C7.2.
- 24.3 Add after the first sentence of RRS Appendix A5 'When one of the boats in a match fails to sail the course in accordance with rule 28.1, she shall be scored DNF without a hearing.' This changes RRS Appendix A5
- 24.4 Delete RRS C6.3 and replace with: A boat intending to request redress because of circumstances that arise while she is racing or in the finishing area, shall clearly display a red flag as soon as possible after she becomes aware of those circumstances, but no later than two minutes after finishing or retiring.
- 24.5 When the umpires proceed under RRS C8.6 they will follow the guidance in SI Addendum E.

25 SCHEDULE OF RACING

- 25.1 The Match Racing Finals are scheduled for **Sunday 22nd November 2020**.
- 25.2 The First Scheduled Attention Signal, will be **1100hrs**. (Schedule to be confirmed at the Briefing and Boat Draw (**0930hrs**))
- 25.3 There will be no Attention Signal after **1630hrs**, on **Sunday 22nd November**.

26 EVENT FORMAT AND STARTING SCHEDULES

- 26.1 The event format is summarised in SI Addendum B
- 26.2 In a knock-out series between two skippers:
 - (a) they will alternate assigned ends for each match.

(b) when the series has been decided, further matches between these two will not be sailed.

(c) crews may exchange boats after odd matches of the stage.

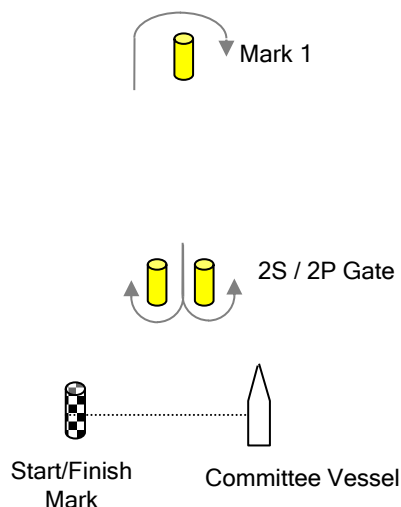
- 26.3 The number of matches to be sailed each day will be determined by the Race Committee.
- 26.4 Each subsequent flight will be started as soon as practicable after the previous flight.
- 26.5 When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. No starting sequence flags will be displayed for a blank start.
- 26.6 When, in a knock out series, 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.
- 26.7 In stages 3-5 the higher placed skipper from Stage 1 (Fleet Race Qualifying Series) will be starboard entry in the first match of each new stage.

27 STARTING PROCEDURE

- 27.1 The attention signal will be displayed 6 minutes before the first starting signal in each flight. This changes RRS C3.1.
- 27.2 The flight number will be displayed on the Race Committee Vessel by way of a numeral board.

28 COURSE CONFIGURATION & SIGNALS

- 28.1 The Course Configuration will be as shown in the diagram opposite.
- 28.2 Course signals will be displayed from the Race Committee Vessel, at or before the warning signal.
- 28.3 Mark 1 shall be rounded to Starboard.
- 28.4 Mark 2S/2P 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)). The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.



Signal	Description
No Signal	Start - 1 - Gate - 1 - Finish
Code Flag 'S'	Start - 1 - Finish

29 DESCRIPTION OF MARKS

- 29.1 The Race Committee Vessel will be identified by the RPAYC Burgee.
- 29.2 The starting/finishing line mark will be a **Black & White** inflatable buoy.
- 29.3 Mark 1 & the GATE will be **Yellow** inflatable buoys, which may have a red/white sponsor branding on it.
- 29.4 The replacement marks will be a **Red** or a **Green** inflatable buoy.
- 29.5 The Starting/Finishing Line will be a straight line between the course side of a starting/finishing mark and a **Pink** flag displayed on the Race Committee Vessel.

30 CHANGE OF COURSE & SIGNALS (changes RRS 33 and Race Signals)

- 30.1 Changes to the course will be made by setting a replacement Mark 1.
- 30.2 When Flag C and a coloured flag or board is displayed, it shall indicate: 'The windward mark has been moved. Sail to a mark, the same colour as the flag or board.'
- 30.3 When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant.
- 30.4 When a change of course is made for the first leg, the signal shall be displayed from the Race Committee Vessel with the Preparatory signal for each match affected. The preparatory signal shall be followed by a series of repetitive sound signals.
- 30.5 When a change of course is signalled after the first leg it shall be displayed from a vessel in the vicinity of the GATE.

31 ABANDONMENT AND SHORTENING

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

PART FOUR – Addendums

SI ADDENDUM A – EVENT FORMAT FOR FLEET RACING

Stage One – Fleet Race Qualifying Series (Friday & Saturday)

- (a) The skippers finishing 1st to 4th shall proceed to Stage Three of the Championship (Match Racing Finals).
- (b) The Skippers Finishing 5th to 12th shall proceed to Stage Two of the Championship (Fleet Race Runner Up Series).

Stage Two – Fleet Race Runner Up Series (Sunday)

- (a) After the completion of the racing, skippers shall be ranked 5th to 12th overall in the Championship, based on their finishing place in the Fleet Race Runner Up Series.

SI ADDENDUM B – EVENT FORMAT FOR MATCH RACING FINALS (SUNDAY)

Stage Three – Match Race Semi Finals

- (a) The Skipper finishing first in the Fleet Racing Qualifier (Stage One) shall select their opponent when requested by the Race Committee. The remaining two Skippers shall race each other.
- (b) The first Skipper in each pair to score at least two (2) points, shall proceed to Stage Five. The remaining Skippers shall proceed to Stage Four.

Stage Four – Match Race Petit Final

- (a) The first Skipper to score at least two (2) points, shall be awarded 3rd place overall, the other 4th place overall.

Stage Five – Match Race Final

- (a) The first Skipper to score at least three (3) points, shall be awarded 1st place overall, the other 2nd place overall.

SI ADDENDUM C – HANDLING THE BOATS

C1. GENERAL

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

C2. PROHIBITED ITEMS and ACTIONS

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

- a. Any additions, omissions or alterations to the equipment supplied.

- b. The use of any equipment for a purpose other than that intended.
- c. The replacement of any equipment without the sanction of the RC.
- d. Sailing the boat in a manner that it is reasonable to predict that significant damage would result.
- e. Moving equipment from its normal stowage position except when being used.
- f. Boarding a boat without prior permission **including coaches**.
- 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. Using a flattener as a reef.
- j. Attaching lines to the fabric of spinnakers.
- k. Fixing a spinnaker sheet catcher at the bow or bowsprit.
- l. Perforating sails, even to attach tell tales.
- m. Radio transmission (including mobile telephones) to and from the boat while racing.
- n. Adjusting or altering the tension of standing rigging.
- o. Using a winch to adjust the mainsheet, vang or Cunningham.
- p. Using a reef line as an outhaul.
- q. Cross winching foresail sheets, without the sheet taking a full turn around the leeward winch.
- r. Omitting any headsail car or turning block before sheeting.
- s. The use of electronic instruments other than compass and watches.
- t. Marking directly on the hull or deck with permanent ink.
- u. Other than registered skippers and/or crew, making adjustments to sails, fittings and running rigging.
- v. Using the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard
- w. Having the bowsprit extended
- x. A breach of SI C 2.v or SI C 2.w is not open to protest by boats but may be subject to action by umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.

C3. PERMITTED ITEMS and ACTIONS

C3.1. Taking a bag on board containing:

- a. basic hand tools.
- b. adhesive tape.
- c. line (elastic or otherwise of 4 mm diameter or less).
- d. marking pens.
- e. Tell-tale material
- f. hand held compasses and watches.

g. shackles and clevice pins.

h. Spare flags

C3.2. Using the items in C3.1 to:

a. prevent fouling of lines, sails and sheets.

b. attach tell tales.

c. prevent sails being damaged or falling overboard.

d. mark control settings.

e. make minor repairs

f. take bearings and time.

g. make signals as per RRS Appendix C6.

C4. MANDATORY ITEMS and ACTIONS

C4.1. **Completion of a written damage** report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches.

C4.2. At the end of each sailing day:

a. folding, bagging and placement of the sails as directed.

b. leaving the boat in the same state of cleanliness as when first boarded that day.

C4.3. At the end of the final day for a particular boat, cleaning the boat (cabin and decks), removing all trash and removing all tape and marks.

C4.4. Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

C4.5. Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

C4.6. Infringement of items C4.2 and C4.3 will be considered as damage and the cost of rectification will be deducted from the damage deposit.

C4.7. All competitors while aboard the Elliott 7 shall wear a Personal Flotation Device ("PFD") at all times during the event. Competitors are to provide their own compliant PFD. Each PFD shall meet and be branded in accordance with AS 4758 (minimum Level 100) or AS 1512-1996 Type 1 or equivalent (or more stringent) overseas standard. In the event that a competitor is unable to provide a compliant PFD the OA may provide one.

SI ADDENDUM D – 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

- Mainsail and set of battens
- Headsail
- Spinnaker (Asymmetric)

- Bowsprit
- Spinnaker sheets
- Headsail sheets
- Tiller extension
- Two Jib cars
- Green damage Flag
- Yellow Flag
- Blue Flag
- Red protest Flag
- Y Flag

SAFETY GEAR

- 5 x PFD 1's
- 2 x Bucket with lanyard
- 2 x Paddles
- 1 x Strobe light
- 1 x First aid kit
- 1 x Sound device
- 1 x Torch
- 1 x AS racing rules of sailing Book
- 1 x Storage Container
- 1 x Bilge Pump System

GROUND TACKLE

- 1 x Anchor and warp

SI ADDENDUM E – PENALTIES FOR DAMAGE INCURRED

Penalties for Damage resulting from contact between boats

The umpires or protest committee shall 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 protest committee 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 amends RRS C8.6);

Level	Fleet Racing	Match Racing
A	None	None
B	Disqualification (DSQ)	Half a point
C	Disqualification (DSQ)	One point

When both boats break RRS 14, they should both receive a point's penalty. If a competitor requests a hearing after a point's penalty has been imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of point's penalties, and is not linked to any deductions from the competitor's damage deposits.

Any point's penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.