FLYING FIFTEEN INTERNATIONAL 54TH AUSTRALIAN CHAMPIONSHIP
Sunday 3rd to Friday 8th January 2016
Hosted by
CANBERRA YACHT CLUB
LAKE BURLEY GRIFFIN, CANBERRA, ACT

SAILING INSTRUCTIONS

1 RULES
1.1 The regatta will be governed by the Rules as defined in the Racing Rules of Sailing, except as changed by the Notice of Race or these Sailing Instructions.
1.2 The Prescriptions of Yachting Australia (YA) will apply.
1.3 YA Special Regulations Part 2 will apply.
1.4 The Class Rules of Flying Fifteen International (FFI) will apply, except as changed by the Notice of Race or these Sailing Instructions.
1.5 The Conditions of the Coweslip Trophy and The National Championship By-Laws of Flying Fifteen International – Australia (FFIA) shall apply.
1.6 Racing Rules changed.
   (a) SI 4.2 changes the Race Signal AP.
   (b) SI 10.3 changes Rule A4.
   (c) SI 10.4 changes Rules 26, 29.1, A5 and A11.
   (d) SI 13.1 and 13.2 change Rules 35, A4 and A5.
   (e) SI 13.3 changes Rule 62.1 (a)
   (f) SI 14.2 changes Rule 61.3.
   (g) SI 14.6 changes Rule 66.
   (h) SI 14.7 changes Rule 60.1(a).
   (i) SI 16 changes Rule A2.
1.7 SI 22.1 changes Class Rule B14.5.
1.8 Bow numbers shall be affixed as prescribed by the organising authority at Registration.

2 NOTICES TO COMPETITORS
2.1 Notices to competitors will be posted on the Official Notice Board located in the Regatta Office of Canberra Yacht Club (CYC).

3 CHANGES TO SAILING INSTRUCTIONS
3.1 Any change to the Sailing Instructions will be posted not less than 90 minutes before the scheduled Warning Signal of the first race on the day on which it will take effect, except that any change in the Schedule of Races will be posted by 1900 hrs on the day before it will take effect.

4 SIGNALS MADE ASHORE
4.1 Signals made ashore will be displayed from the flag mast on the CYC Race Control Tower located adjacent to the Club on the lake shore.
4.2 When flag AP is displayed ashore, ‘1 minute’ is replaced by ‘not less than 30 minutes’ in the race signal AP. This changes Race Signal AP.

5 SCHEDULE OF EVENTS
5.1 An invitation race and up to eight (8) Championship races are scheduled. The dates and times of racing are as follows:

<table>
<thead>
<tr>
<th>Date</th>
<th>Time of First Warning Signal</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monday 4th January 2016</td>
<td>1400 hrs</td>
<td>Invitation Race</td>
</tr>
<tr>
<td>Tuesday 5th January 2016</td>
<td>1300 hrs</td>
<td>Championship Racing Session</td>
</tr>
<tr>
<td>Tuesday 5th January 2016</td>
<td>1700 hrs</td>
<td>Championship Racing Session</td>
</tr>
<tr>
<td>Wednesday 6th January 2016</td>
<td>1300 hrs</td>
<td>Championship Racing Session</td>
</tr>
<tr>
<td>Thursday 7th January 2016</td>
<td>1300 hrs</td>
<td>Championship Racing Session</td>
</tr>
<tr>
<td>Thursday 7th January 2016</td>
<td>1700 hrs</td>
<td>Championship Racing Session</td>
</tr>
<tr>
<td>Friday 8th January 2016</td>
<td>1300 hrs</td>
<td>Championship Racing Session</td>
</tr>
</tbody>
</table>
5.2 Up to two races may be sailed in each Championship Racing Session, sailed back-to-back, with a short delay between them. Display of Flag R at the finish of any race shall indicate that another race is planned in the session, and is planned to start as soon as practicable after the last boat finishes in the present race. Subsequent signals will be displayed one minute after removal of Flag R, which may be accompanied by one sound signal.

5.3 To alert boats that another race will begin soon, an orange flag will be displayed with one sound signal for at least four minutes before a Warning Signal is displayed.

5.4 On the last day of the regatta no Warning Signal will be made after 1430 hrs.

6 CLASS FLAG

6.1 The class flag is a white rectangular flag with a red Flying Fifteen insignia.

7 RACING AREA

7.1 Racing will be conducted on the West Lake portion of Lake Burley Griffin, adjacent to the CYC.

8 THE COURSES

8.1 Attachment A shows the courses, including the course configurations, the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

8.2 No later than the Warning Signal the Race Committee boat will display the approximate compass bearing of the first leg and a numeral pennant and any associated flag indicating the course to be sailed.

8.3 When there is a gate, boats shall sail between the gate marks from the direction of the previous mark and round either gate mark.

9 MARKS

9.1 Marks 1 and 2 will be yellow cylinders.

9.2 Marks 3S and 3P will be yellow cylinders. Any numbers on these marks shall be ignored.

9.3 Mark O will be an orange cylinder.

9.4 The starting mark will be an orange cylinder.

9.5 The finishing mark will be a black and white chequered cylinder.

9.6 New marks, as provided for in instruction 11, will be green cylinders. Any numbers on these marks shall be ignored.

10 THE START

10.1 The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end and the course side of the starting mark at the port end.

10.2 A red buoy will be fixed to the stern of the Race Committee Boat hull. This buoy and its attaching line or structure form part of the Race Committee Boat.

10.3 A boat failing to start within 10 minutes of the Starting Signal will be scored Did Not Start without a hearing. This changes Rule A4.

10.4 If Flag U has been displayed, no part of a boat’s hull, crew or equipment shall be in the triangle formed by the ends of the starting line and the first mark during the last minute before her starting signal. If a boat breaks this Rule and is identified, she shall be disqualified without a hearing but not if the race is restarted or resailed. This changes Rules 26 and A5. When Flag U is used as the preparatory signal, Rule 29.1, individual recall does not apply. The scoring abbreviation for a Flag U penalty is UFD. This changes Rule A11 Scoring Abbreviations.

11 CHANGE OF THE NEXT LEG OF THE COURSE

11.1 To change the next leg of the course, the Race Committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

11.2 The Race Committee boat signalling a course-direction change may also indicate the new course magnetic bearing.

12 THE FINISH

12.1 The finishing line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end and the course side of the finishing mark at the port end. The finishing line will be set at approximately right angles to the final leg of the course.

13 TIME LIMIT

13.1 For Courses 1 to 6 the target time is 45 minutes. The time limit will be 60 minutes and boats failing to finish within 15 minutes after the first boat sails the course and finishes will be scored DNF. This changes Rules 35 and A4 and A5.

13.2 For courses 7 and 8 the target time is 75 minutes. The time limit will be 100 minutes and boats failing to finish within 30 minutes after the first boat sails the course and finishes, or within the time limit, whichever is longer, will be scored DNF. This changes Rules 35 and A4 and A5.

13.3 Races not meeting these target times will not be grounds for redress. This changes Rule 62.1 (a).
14 PROTESTS AND REQUESTS FOR REDRESS
14.1 Protest forms are available in the Regatta Office located at the CYC. Protests and requests for redress or reopening shall be delivered there within the appropriate time limit.
14.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day or the Race Committee signals no more racing today, whichever is the later. This changes Rule 61.3.
14.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses.
14.4 Hearings will be held at the CYC beginning at the time posted.
14.5 For the purpose of Rule 64.3 (b) the ‘authority responsible’ shall be the measurer appointed by FFIA.
14.6 On the last scheduled day of racing a request for reopening a hearing shall be delivered:
   (a) within the protest time limit if the requesting party was informed of the decision on the previous day; or
   (b) no later than 30 minutes after the requesting party was informed of the decision on that day.
   This changes Rule 66.
14.7 Breaches of Instructions 17 and 22 will not be grounds for protest by a boat. This changes Rule 60.1(a). Penalties for these breaches may be less than disqualification if the Protest Committee so decides.

15 MEDIATION
15.1 A mediation hearing will be conducted for all protests lodged in accordance with Rule 61 which allege an infringement of a rule of Part 2 or 4. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing. The time and place of the mediation hearing will be decided by the mediator and such advice may be given verbally. One representative of each boat shall attend the mediation hearing and no witnesses shall be allowed. The mediator shall decide the manner in which testimony is given.
15.2 After taking testimony at a mediation hearing the mediator shall make one of the following conclusions:
   (a) The protest does not comply with Rule 61 and the protestor may withdraw the protest.
   (b) The matter shall proceed to a protest hearing. (This may be because rules other than Part 2 or 4 are or may be involved, or because evidence is too complex or divergent to reach a reasonable and timely conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the mediator.)
   (c) No rule was broken and the protestor may withdraw the protest.
   (d) A rule was broken by one or more of the boats involved, the infringing boat(s) may accept scoring points equal to a finishing place mid-way between the boat's actual finishing place and a disqualification, and if so accepted the protestor shall withdraw the protest. (Half points shall be disregarded and the points of other boats shall not be adjusted.) If not accepted the matter shall proceed to a protest hearing.
15.3 A mediation hearing shall not be re-opened. No conclusion of a mediator shall be subject to appeal or be grounds for redress. Should the protest proceed to a protest hearing then the mediator may be a member of the protest committee. Any evidence given by a mediator during a protest hearing shall be given only in the presence of the parties to the hearing.

16 SCORING
16.1 Up to eight (8) Championship races are scheduled, of which four are required to be completed to constitute a series.
16.2 When fewer than five (5) Championship races have been completed, a boat’s series score will be the total of her Championship race scores.
16.3 When from five (5) to seven (7) Championship races have been completed, a boat’s series score will be the total of her Championship race scores excluding her worst score.
16.4 When eight (8) Championship races have been completed, a boat’s series score will be the total of her Championship race scores excluding her two worst scores.
16.5 Handicaps for the Allen Brooke Trophy will be determined by back calculation using the Top Yacht Software race scoring system. Points will be awarded for handicap results in accordance with 16.2, 16.3 and 16.4 above. A boat that finishes in the first three places in either the Open, Silver, or Classic Divisions will be ineligible to win the Handicap Trophy.
   This changes Rule A2.
16.6 Series scores for the Flying Fifteen International 54th Australian Championship shall be based on a fleet inclusive of all boats. The Classic and Silver Divisions will also be scored as separate fleets. Series handicap results will be determined on the fleet inclusive of all boats.
17 SAFETY REGULATIONS
17.1 Boats intending to participate in a Championship Racing Session shall sign-on in the Regatta Office during the 90 minute period prior to the scheduled first Warning Signal for the session, and sign-off as soon as practicable after completing sailing in that session.
17.2 A boat that either Does Not Start or Retires from a race shall notify a member of the Race Committee of their decision as soon as possible and sign-off at the Regatta Office as soon as practicable.

18 REPLACEMENT OF CREW OR EQUIPMENT
18.1 Persons confirmed at Registration to sail a boat in the Championship may not be substituted without the permission of the Race Committee. Any substitute thus permitted shall not helm the boat.
18.2 In the event that a sail or spar has been lost or damaged during the course of the Championship and to such an extent that it cannot be used, the Race Committee may authorise the use of a replacement sail or spar. Equipment may be replaced between races on the same day provided a written request is lodged before the end of the protest time for that day.

19 EQUIPMENT AND MEASUREMENT CHECKS
19.1 As required by the Race Committee or as directed by the Protest Committee, a boat may be inspected and re-measured at any time during the regatta.

20 OFFICIAL BOATS
20.1 The Race Committee boat will be identified by the CYC burgee. Other official boats will be CYC marking and rescue boats.

21 SUPPORT BOATS
21.1 Support boats shall clearly display a white flag. Support boats, coaches and other support personnel shall not encroach within 50 metres of or communicate with any competing boat in the race area between the warning signal of any race and when the boat being contacted has finished that race and cleared the finishing line or has retired.

22 RADIO COMMUNICATION
22.1 Except in an emergency, a boat shall neither make nor receive radio transmissions while racing. This restriction also applies to mobile telephones. This changes Class Rule B14.5.

23 PRIZES
23.1 Prizes will be awarded as detailed in the Notice of Race.

24 DISCLAIMER OF LIABILITY
24.1 Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race which states: ‘The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.’
24.2 No responsibility will be accepted by FFIA, FFIACT, CYC (ACT Sailing Inc), Yachting Australian Capital Territory, sponsors, regatta officials or volunteers, or staff conducting the regatta or any person connected with the regatta for any loss or damage to personal property or for personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

25 INSURANCE
25.1 Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of $5,000,000 per event or the equivalent.

Attachment: A Flying Fifteen International 54th Australian Championship - Courses
NOTE: The course diagram on this page relates only to courses 1 to 6 described below. See page 2 for courses 7 and 8.

Course marks shown as ‘3P/3S’ in the course description below indicates that these marks form a gate. 3P is the Port rounding mark and 3S is the Starboard rounding mark of the gate.

WINDWARD & RETURN & TRIANGULAR COURSES

A red flag flown adjacent to the course flag will indicate that marks 1, O, 2 and 3P are to be left to port.

A green flag flown adjacent to the course flag will indicate that marks 1, O and 2 are to be left to starboard, and mark 3S is to be rounded instead of mark 3P and is also to be left to starboard.

The diagram and course description below represent the port rounding option.


Course 2: Start – 1 – O – 3P/3S – 1 – O – 3P/3S – 1 – O – 2 – Finish

Course 3: Start – 1 – O – 3P/3S – 1 – O – 2 – 3P – 1 – O – Finish

WINDWARD & RETURN COURSES

Marks 1 and O are to be left to port.


Course 5: Start – 1 – O – 3P/3S – 1 – O – 3P/3S – 1 – O – 3P/3S – 1 – O – Finish

Course 6: Start – 1 – O – 3P/3S – 1 – O – 3P/3S – 1 – O – Finish
NOTE: The course diagram on this page relates only to courses 7 and 8 described below.
Course marks shown as ‘3P/3S’ in the course description below indicates that these marks form a gate. 3P is the Port rounding mark and 3S is the Starboard rounding mark of the gate.

**WINDWARD & RETURN & TRIANGULAR COURSE**
A red flag flown adjacent to the course flag will indicate that marks 1, O, 2 and 3P are to be left to port.
A green flag flown adjacent to the course flag will indicate that marks 1, O and 2 are to be left to starboard, and mark 3S is to be rounded instead of mark 3P and is also to be left to starboard.
The diagram and course description below represent the port rounding option.

**Course 7:**  Start – 1 – O – 3P/3S – 1 – O – 2 – 3P – 1 – O – 3P/3S – 1 – O – 2 – 3P – Finish

**WINDWARD & RETURN COURSE**
Marks 1 and O are to be left to port.

**Course 8:**  Start – 1 – O – 3P/3S – 1 – O – 3P/3S – 1 – O – 3P/3S – 1 – O – 3P/3S – Finish

**COURSE DIAGRAM**
Due to the geography of the racing area and the prevailing wind, angles between legs may vary significantly from those indicated above.