

# **BATEMANS BAY SAILING CLUB INC**

## **SAILING INSTRUCTIONS**

### **LAKE COILA 2011-12**

#### **1. RULES**

- 1.1 The series will be governed by the rules as defined in *The Racing Rules of Sailing*.
- 1.2 The prescriptions of Yachting Australia and its Special Regulations, Part 2 For Off the Beach Boats will apply.
- 1.3 Rules will be changed as indicated in Instructions 4.3, 8.2, 13.1, 15 and 17.

#### **2. NOTICE TO COMPETITORS**

- 2.1 A notice to competitors may be posted on the official notice board situated on the shore in front of the Tuross Sports and Recreation Complex, Colia Lake.

#### **3. CHANGES TO SAILING INSTRUCTIONS**

- 3.1 A change to a sailing instruction will be posted at approximately 1130 hours on the day it will take effect.

#### **4. SIGNALS MADE ASHORE**

- 4.1 A signal made ashore will be displayed on the shore in front of the Tuross Sports and Recreation Complex, Colia Lake.
- 4.2 When flag AP is displayed ashore, "1 minute" is replaced with "not less than 30 minutes" in the race signal AP.
- 4.3 A race may be abandoned by the display of a flashing blue light displayed on the shore in front of the Tuross Sports and Recreation Complex and may be accompanied by a continuous sequence of sound signals. This changes rule 32.

## **5. SCHEDULE**

- 5.1 Dates of racing are tabulated in Attachment A “Coila Lake Sailing Program 2011/2012”.
- 5.2 These Sailing Instructions do not apply to the Anzac Regatta mentioned in Attachment A, which is held in Batemans Bay.
- 5.3 The scheduled time of the warning signal for the first race each day is 1230 hours.
- 5.4 The Race Officer may choose on each day to run either two (short) races or one (longer) race.

## **6. DIVISION FLAGS**

- 6.1 Division flags will be:

Division 1 (Multihulls):      Numeral pennant 1.

Division 2 (Dinghies)      Numeral pennant 2.

Division 3 (Junior dinghies) Numeral pennant 3.

## **7. RACING AREAS**

- 7.1 The series will be conducted on Coila Lake from in front of the Tuross Sports and Recreation Complex, Coila Lake. Attachment B shows the location of the series and the racing areas.

## **8. THE COURSES**

- 8.1 The diagrams in Attachment C show the courses.
- 8.2 Legs of the course will not be changed after the preparatory signal. This changes rule 33.

**9. MARKS**

- 9.1 A rounding mark will be a pink, orange or yellow cylinder.
- 9.2 The starting marks will be the mid point of the starting boat and a buoy with a staff displaying flag O.
- 9.3 The finishing mark will be a pole on the shore in front of the Tuross Sports and Recreation Complex and a buoy with a staff displaying flag Q.

**10. AREA THAT IS AN OBSTRUCTION**

- 10.1 The area between the West Cardinal mark and the Western shore is an obstruction.
- 10.2 A boat shall not pass between the West Cardinal mark and the Western shore. A boat failing to observe this instruction shall be disqualified.

**11. THE START**

- 11.1 A race shall be started using rule 26 with the warning signal made five minutes before the starting signal.
- 11.2 The starting line will be between the mid point of the starting boat and a buoy with a staff displaying flag O.
- 11.3 A boat whose warning signal has not been made shall avoid the starting area during the starting sequence for another race.

**12. SHORTENING THE COURSE**

- 12.1 When flag S is displayed at a rounding mark, the finishing line shall be between the mark and the staff displaying flag S.

**13. ABANDONING THE RACE**

- 13.1 A race may be abandoned by the display of a flashing blue light displayed on the shore in front of the Tuross Sports and Recreation Complex and may be accompanied by a continuous sequence of sound signals. This changes rule 32.

**14. THE FINISH**

- 14.1 The finishing line will be between a pole on the shore in front of the Tuross Sports and Recreation Complex and a buoy with a staff displaying flag Q.

## **15. TIME LIMITS**

- 15.1 The time limit for each Division will be two hours.
- 15.2 Where a boat sails the course and finishes within the time limit, the race must be completed by other boats in her Division within:
- (a) the time limit (two hours as per instruction 15.1); or
  - (b) forty-five minutes after the first boat in her Division sails the course and finishes,
- which ever is the later. This changes rule 35.
- 15.3 A boat that fails to finish within the time limit or 45 minutes after the first boat in her division sails the course and finishes (which ever is the later) will be scored Did Not Finish without a hearing. This changes rules 35, A4 and A 5.

## **16. PROTESTS AND REQUESTS FOR REDRESS**

- 16.1 It is recommended that a person proposing to lodge a protest does so only after enquiries of the proposed other party and potential witnesses to ensure that there is no misunderstanding of the incident upon which the protest might be based.
- 16.2 A protest form is available from the Race Officer. A protest or request for redress shall be delivered within the appropriate time limit.
- 16.3 For each Division, the protest time limit is 30 minutes after the last boat in the Division has finished the last race of the day.
- 16.4 As soon as practicable after the protest time limit, the Race Officer will inform competitors of protests in which they are parties or named as witnesses. Hearings may be heard in the approximate order in which they were received commencing as soon as practicable at a time and place determined by the Protest Committee and notified to the parties and witnesses.
- 16.5 A notices of protest by the Race Committee or Protest Committee will be posted to inform boats under rule 61.1(b).
- 16.6 A decision of the Protest Committee will be final as provided in rule 70.5.

**17. PRE-HEARING MEETING WITH AN EXPERT**

- 17.1 Where a protest alleging a breach of a rule in Part 2 of the Rules and no other rule has been delivered in accordance with Instruction 16, prior to a Protest Committee hearing the protest one representative from each boat involved in the protest may meet with an expert agreed to by the representatives. No witnesses, other than the representatives, may attend the meeting. This changes rule 63.
- 17.2 If after meeting with an expert under Instruction 16.1, a boat accepts she has broken a rule, she shall be penalised by one place.
- 17.3 A protest that is not resolved by after a meeting with an expert under instruction 16.1 shall be referred to a Protest Committee. The Protest Committee may hear evidence from the expert on statements made by the representatives during the course of their meeting with the expert.
- 17.4 The outcome of a meeting with an expert cannot be grounds for redress or be appealed.

**18. SCORING**

- 18.1 The Low Point System of Appendix A will apply.
- 18.2 All races that are started and not abandoned constitute the series.
- 18.3 Drops:
- a) When fewer than 5 races have been completed, a boat's series score will be the total of her race scores.
  - b) When 5 to 9 races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
  - c) When 10 to 14 races have been completed, a boat's series score shall be the total of her race scores excluding her two worst scores.
  - d) When 15 to 19 races have been completed, a boat's series score shall be the total of her race scores excluding her three worst scores.
  - e) When 20 to 24 races have been completed, a boat's series score shall be the total of her race scores excluding her four worst scores.
  - f) When 25 to 29 races have been completed, a boat's series score shall be the total of her race scores excluding her five worst scores.

**19. HANDICAP SYSTEM**

The Performance Handicapping [PHS] to be used at Coila is described in Attachment D “Performance Handicap System for OTB sailing at Coila”.

**20. SAFETY REGULATIONS**

20.1 Check-Out and Check-In. Each skipper shall:

- (a) sign the Check-Out List prior to a race; and
- (b) sign the Check-in List after a race.

20.2 A boat whose skipper fails to observe Instruction 20.1 may be scored DNS.

20.3 If the wind speed is estimated or measured by the Race Officer to be:

- (a) over 25 knots in any gust; or
  - (b) over 20 knots continuously for a period in excess of thirty seconds,
- the Race Officer may abandon the race.

20.4 The fact that a race is not abandoned by the Race Officer does not mean that conditions are safe for all boats – attention is drawn to rule 4.

**21. DISCLAIMER OF LIABILITY**

21.1 Competitors participate in the series entirely at their own risk. See rule 4, Decision to Race. The Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after a race in the series.

**22. INSURANCE**

22.1 Each participating boat shall be insured with valid third party liability insurance with a minimum cover of \$5 million per event or the equivalent.

**ATTACHMENT A  
COILA LAKE SAILING PROGRAM 2011/2012**

<b>2011</b>	<b>2012</b>
<b>SEPTEMBER</b> Sunday 25th	<b>JANUARY</b> Sunday 8th Sunday 22nd
<b>OCTOBER</b> Sunday 9th Sunday 23rd	<b>FEBRUARY</b> Sunday 5th Sunday 19th
<b>NOVEMBER</b> Sunday 6th Sunday 20th	<b>MARCH</b> Sunday 4th Sunday 18th
<b>DECEMBER</b> Sunday 4th Sunday 18th	<b>APRIL</b> Sunday 1st Sunday 15th <i>See also note below on Anzac Regatta Saturday 21st and Sunday 22nd</i>
	<b>MAY</b> Sunday 6th

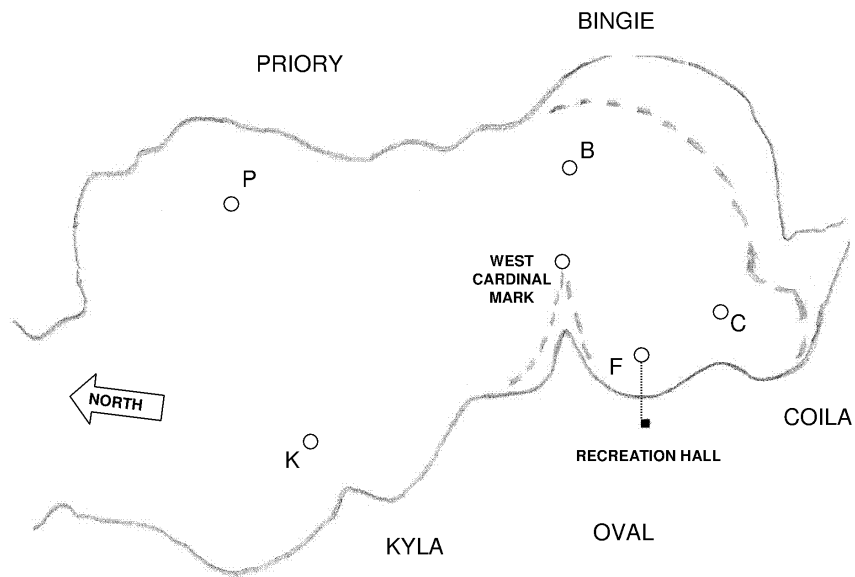
On Sat 21st and Sun 22nd April 2012, Batemans Bay Sailing Club will run the Anzac Regatta for off-the-beach and trailable yachts, based at the Clubhouse in Batemans Bay.

The Anzac Regatta is a separate event from the Coila Lake series but all Coila sailors are encouraged to participate. For more information see the BBSC website or contact Lachlan Brown - 02 4472 8204 (AH).

## ATTACHMENT B

### LOCATION OF RACING AREAS AT LAKE COILA

Showing approximate positions of buoys for long courses  
(refer Attachment C)



<b>P</b>	BUOYS POSITIONS ARE APPROXIMATE AND MAY VARY TO SUIT WIND DIRECTION. FINISH LINE WILL BE AN IMAGINARY LINE BETWEEN BUOY F AND A POLE ON THE SHORE.	<b>B</b>
<b>K</b>		<b>C</b>
	<b>F</b>	

## ATTACHMENT C

### STANDARD COURSES FOR LAKE COILA

#### LONG COURSES:

##### DIVISION ONE LONG COURSES

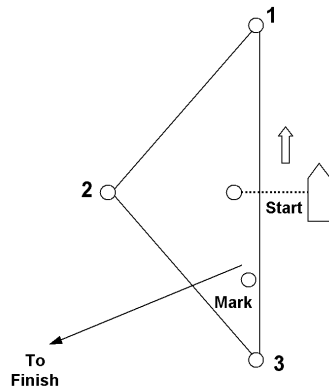
Course	Start	Lap1	Lap2	Lap3	Finish
<b>1 N</b>	C	Pp Kp Bs	Cs Pp Kp Bs	Cs Pp Kp Bs	Cs Fs
<b>2 NE</b>	C	Bp Ks Ps	Cp Bp Ks Ps	Cp Bp Ks Ps	Cs Fs
<b>3 NW</b>	B	Ks Ps Cp	Bp Ks Ps Cp	Bp Ks Ps Cp	Bp Fs
<b>4 S</b>	P	Cp Bp Ks	Ps Cp Bp Ks	Ps Cp Bp Ks	Ps Cp Bp Fs
<b>5 SE</b>	K	Bs Cs Pp	Kp Bs Cs Pp	Kp Bs Cs Pp	Kp Bs Cs Fs
<b>6 SW</b>	B	Cs Pp Kp	Bs Cs Pp Kp	Bs Cs Pp Kp	Bs Cs Fs
<b>7 E</b>	C	Bp Ks Ps	Cp Bp Ks Ps	Cp Bp Ks Ps	Cp Bp Fs
<b>8 W</b>	B	Cs Pp Kp	Bs Cs Pp Kp	Bs Cs Pp Kp	Bs Cs Fs

##### DIVISION TWO LONG COURSES

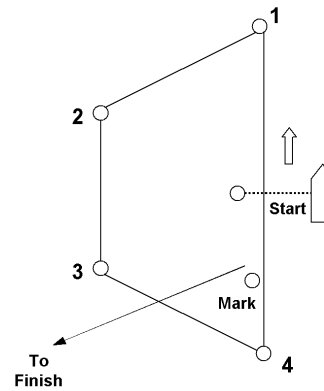
Course	Start	Lap1	Lap2	Lap3	Finish
<b>1 N</b>	C	Pp Kp Bs	Cs Pp Kp Bs	Cs Pp Kp Bs	Fs
<b>2 NE</b>	C	Bp Ks Ps	Cp Bp Ks Ps	Cp Bp Ks Ps	Fs
<b>3 NW</b>	B	Ks Ps Cp	Bp Ks Ps Cp	Bp Ks Ps	Fs
<b>4 S</b>	P	Cp Bp Ks	Ps Cp Bp Ks	Ps Cp Bp	Fs
<b>5 SE</b>	K	Bs Cs Pp	Kp Bs Cs Pp	Kp Bs Cs Pp	Fs
<b>6 SW</b>	B	Cs Pp Kp	Bs Cs Pp Kp	Bs Cs	Fs
<b>7 E</b>	C	Bp Ks Ps	Cp Bp Ks Ps	Cp Bp Ks Ps	Fs
<b>8 W</b>	B	Cs Pp Kp	Bs Cs Pp Kp	Bs Cs Pp Kp	Fs

## SHORT COURSES

### COURSE 9 SHORT



### COURSE 10 SHORT



- Notes: 1) Courses start with a Work to Windward  
2) Courses may be either Port (as shown) or Starboard

### DIVISION ONE SHORT COURSES

**9** Start 1 2 3 1 2 3 1 3 1 2 3 Mark Finish  
**10** Start 1 2 3 4 1 2 3 4 1 4 1 2 3 4 Mark Finish

### DIVISION TWO SHORT COURSES

**9** Start 1 2 3 1 3 1 2 3 Mark Finish  
**10** Start 1 2 3 4 1 4 1 2 3 4 Mark Finish

## OTHER COURSES

### COURSE 11

A course in accordance with the race officer's instructions.

# ATTACHMENT D

## Performance Handicap System for OTB sailing at Coila

### ***Basis of System***

Firstly, *Yardsticks* are used to translate *Elapsed Times* for each race into *Yardstick Corrected Times* which determine the race winner and placings for *Yardstick* results. These *Yardsticks* are a property of the boat only (e.g. a Hobie 16 should be faster than a Hobie 14).

The *Performance Handicap* system overlays, on these *Yardstick* results, a factor reflecting the skill and experience of the Skipper (and crew) sailing the boat. Each Skipper is assigned a *Performance Handicap*. After each race, the *Yardstick Corrected Times* are *multiplied* by the skipper's current *Performance Handicap* to give a *Handicap Corrected Time* and hence a *Handicap Place*.

The concept underlying the performance handicaps is the *Back Calculated Handicap* for each boat in each race. This is a theoretical *Performance Handicap* for each boat which, if it had been used in that race, would have resulted in all boats achieving exactly the same *Handicap Corrected Time*. These *Back Calculated Handicaps* (BCH) can be worked out after each race.

### ***Initial Performance Handicaps***

To start the season, *Initial Performance Handicaps* are brought forward from the previous season as they were at the end of that season.

Newcomers are assigned a neutral *Initial Performance Handicap* of 1.000.

### ***Updating Performance Handicaps***

*Performance Handicaps* will be updated after each race. The following method will be used.

The BCH for each boat is calculated and the rolling average over 6 races will become the Skipper's new *Performance Handicap*. Also:

- In the transition from *Initial Performance Handicaps*, new races will be progressively introduced. For instance after 2 races, the average will be calculated from 2 new results and 4 parts of *Initial Performance Handicap*.
- A Skipper's *Performance Handicap* will not be adjusted after a race in which that boat did not achieve a finish time, for example DNC, DNS or DNF.
- *Clamps* of +5% or -5% will be placed on the BCH before it is used in averaging for the new *Performance Handicap*. The purpose of clamping is to prevent abnormal results from having an undue change on the *Performance Handicap*. For example, if a Skipper is on 0.93 and has a really good race with a BCH of 1.04, the BCH will be clamped at 0.98 (0.93+0.05) before use in averaging.
- The Handicapper may use discretion to over-ride clamps for newcomers, so that their *Performance Handicap* can move reasonably quickly from the neutral *Initial Performance Handicap* of 1.00 to reflect their real performance.