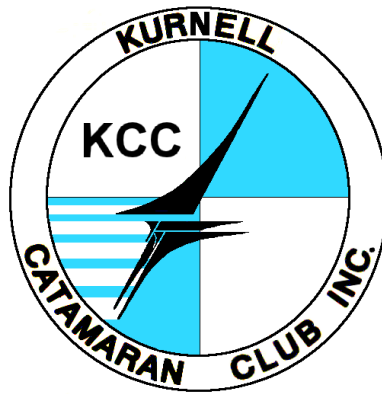


Kurnell Catamaran Club Incorporated



Sailing Instructions

“Off the Beach” Catamarans

2019-2020

Version: 8th July, 2019

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KCC Sailing Instructions

Kurnell Catamaran Club Incorporated

Prince Charles Parade, Kurnell. Sydney Australia.

(PO Box 255, Caringbah. NSW Australia 1495)

E-mail: racesecretary@kcc.asn.au Web: www.kcc.asn.au

These instructions cover the Kurnell Catamaran Club Incorporated (KCC) "Off the Beach" Catamaran racing season 2019-2020 and supersede all previous versions. Diagrams are not to scale.

1 RULES

- 1.1 All races, series and regattas are governed by the rules as defined in the Racing Rules of Sailing (RRS), and the regulations of Yachting Australia, and the appropriate class rules and restrictions, all as modified by these Sailing Instructions(SI) and their appendices and attachments.
- 1.2 The Race Committee consists of the Race Secretary and Assistant Race Secretary supported by the Executive Committee of KCC.
- 1.3 The Race Officials (in order of seniority) on a sailing day consist of the Race Secretary, Assistant Race Secretary, Race Committee Vessel Boat Captain, Officer of the Day, Race and other Official Boat Captain(s).

2 NOTICES TO COMPETITORS

- 2.1 Notices to Competitors are posted on the official notice board(s) located upstairs in the Kurnell Catamaran Club. Notices may also be posted or written temporarily on the blackboards adjacent to the main clubhouse entrance.
- 2.2 Notices of Race, Sailing Instructions, Race Programs, Results, Duty Rosters and other informational messages may, in addition to being placed on the notice boards above, be published on the Kurnell Catamaran Club website - www.kcc.asn.au - in draft form.

3 CHANGES to SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions for a particular series or race(s) must be posted no later than the completion of the scheduled pre-race briefing or 45 minutes before the scheduled Division 1 start, whichever is the latter. However, changes to the schedule of races require a minimum of 2 weeks' notice.
- 3.2 Changes will be published as per SI 2.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore are displayed from the flagpole on the Clubhouse, or the flagpole adjacent to the Clubhouse.
- 4.2 When Race Signal AP (postponement) is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signal AP.
- 4.3 Race Signal 'L' with one sound signal means *"A notice to competitors is posted on the official notice board or blackboard adjacent to the Clubhouse entrance"*.
- 4.4 When the floodlights on the Clubhouse are turned on, it signifies *"race abandoned"* and all boats must return to the beach. The floodlight signals are discretionary by Race Officials and are in addition to race abandonment signals.

5 SCHEDULE of RACES

- 5.1 The schedule of events is listed in the program and displayed as per SI 2.
- 5.2 The Race Committee may elect to re-sail races that, for whatever reason, are unable to be completed on the scheduled date. The Race Committee's decision is final and not subject to appeal.
*This provision applies only to the:
Club/Class Championship, John Goodier Memorial Challenge and Olympic Series. A minimum of 2 weeks' notice must be given as per SI 2.*
- 5.3 When racing is scheduled on a day not within the gazetted NSW "Daylight Savings" dates, a race is abandoned if the Warning Signal for Div 1 is not flown by 2:45pm. This requirement may be varied by unanimous agreement of the Boat Captain and Officer of the Day, but also including those other Race Committee members (Race Sec; Ass Race Sec; Commodore) not sailing, and present on the day.

6 DIVISION SIGNALS

- 6.1 Division 1 Race Signal will be numeral pennant one (1)
- 6.2 Division 2 Race Signal will be numeral pennant two (2)
- 6.3 Division 3 Race Signal will be numeral pennant three (3)
- 6.4 Boats must start in the correct division as defined below. However, a boat may start in a different division, with the permission of the Race Committee, where to do so would contribute to race management and/or safety objectives. Permission must be clearly indicated on the 'sign-on' sheet through initialling the 'Division' column by the senior race official (refer SI 1.3) on the day. However, frequent changing of divisions is not permitted.

Division 1: Boats with a KCC yardstick greater than 82.

Division 2: Boats with KCC yardstick less than 82.5 (unless complying with Div 3 requirements).

Division 3: Boats with a spinnaker and KCC Yardstick is less than 78, + A Class.

7 RACING AREA

Racing is on Botany Bay, NSW as per Kurnell Catamaran Club's Aquatic Licence.

8 COURSES

Courses sailed are shown in Attachment B, including the approximate angles between legs, the order in which marks are rounded and the rounding direction of each mark.

9 MARKS

Marks A, B, C and D are large yellow and/or red inflatable buoys marked with the letters KCC. Additional special marks or modifications to the above may be indicated in the course attachments or at the Race Briefing.

10 OBSTRUCTIONS

Botany Bay Port Authorities prohibit vessels from approaching within 100 metres of the Refinery jetty, within 100 metres of the Port Botany Terminal or within 80 metres of the airport runways. Authorities also prohibit vessels from proceeding inside the berthing buoys perimeter of a berthed or berthing/departing tanker. The authorities may impose fines for infringements.

These areas are obstructions as defined under the Racing Rules of Sailing.

11 THE START

11.1 To constitute a race day there must be at least 4 boats signed on (excluding Duty) that are, at the absolute discretion of the Senior Race Official (refer SI 1.3), in consultation with Race Committee members in attendance, willing and capable of proceeding to the starting area for the first scheduled race of the day.

11.2 Race Committee Vessel Start

11.2.1 Races are started by using RRS 26.

Signal	Flag and Sound	Minutes before Starting Signal
Warning	Division Flag raised; 1 sound	5
Preparatory	Code "P" or "I" or "Black" Flag raised; 1 sound	4
One Minute	Preparatory Flag lowered; 1 sound	1
Starting	Division Flag lowered; 1 sound	0

- 11.2.2 The starting line is between the KCC burgee displayed on the Race Committee Vessel at the starboard end and the Mark as shown in the relevant section of Attachment B at the port end.
- 11.2.3 A distance mark may be laid near the Race Committee Vessel. Any boat that passes between this mark and the Race Committee Vessel, or touches the mark, shall round the Race Committee Vessel (to starboard) or the mark defining the port end of the start line (to port) before starting.
- 11.2.4 Note that Race Officials may elect to start multiple divisions at the same time if there are insufficient entries to warrant separate divisional starts. This will be advised to competitors either at the pre-race briefing or, when “on the water”, by the flying of Code Flag “L” to signify to competitors to “come within hailing distance”. A multiple division start shall have all relevant division flags raised/lowered together, unless advised otherwise at the briefing.
- 11.2.5 RRS 30.1 (Round-an-End Rule) is in effect at all times, no flag shall be flown. This changes RRS 30.1
- 11.2.6 A boat starting later than ten (10) minutes after her starting signal is scored Did Not Start (DNS). If the start boat is not on station, a boat may start by performing a 360 degree turn to port around the port end start mark as shown in the relevant section of Attachment B.
- 11.2.7 When more than one race is held in the same session, the warning signal for each succeeding race is made as soon as practicable. To alert boats that another race or sequence of races will begin shortly, the postponement signal shall be displayed for at least one minute before a warning signal is displayed.

11.3 Clubhouse Start

- 11.3.1 Races are started as per RRS 26, modified to read: Signal flags shall not be displayed. Sound signals may be made by the clubhouse hooter; however, the absence of a sound signal shall be disregarded. The warning signal is taken as 5 minutes prior to `zero` minutes handicap time. This changes RRS 26.
- 11.3.2 The starting line is between two buoys in navigable water in front of the Clubhouse.
- 11.3.3 The direction in which to cross the start line is indicated by the flag on the outer mark. (RED – keep the outer buoy to port, GREEN – keep the outer buoy to starboard)
- 11.3.4 Timing is taken from the KCC Clubhouse clock.
- 11.3.5 Individual boat starting times (\pm minutes) and the KCC clubhouse clock time of `zero` minutes are displayed on the notice board, and/or given at the race briefing.

- 11.3.6 There are no recalls; however, boats are penalized without hearing under SI 14.

12 SHORTENING COURSE

- 12.1 Race Officials may shorten the course by displaying race signal "S" at any rounding mark. The Race Committee Vessel shall display race signal "S", either on the Race Committee Vessel, on station in the immediate vicinity of the mark, or attached to the mark.

Boats must leave the mark on the correct hand and proceed directly to the Finish (SI 13). Boats are reminded of RRS 28.1, "Sailing the Course". Depending on the relative locations of the last rounding mark and the Finish, a complete rounding of the mark may be required to satisfy RRS 28.1. This changes RRS 32.

13 THE FINISH

The finish line is between the outer of two buoys anchored in navigable water in front of the Clubhouse and the Race Officer's desk located at the NW corner of the clubhouse. Boats must finish between the inner and outer marks as per the RRS definition. To assist Sailors and avoid confusion there may be (but not obliged to be) a flag on or attached to the outer mark. Should a flag be so attached it and all tackle forms part of the mark. (Red - keep the outer buoy to port; Green - keep the outer buoy to starboard.)

The exception to the above is Course T (Trapezoid Course) where the finish line is at right angles below the start line with the Support Vessel forming the port end of the finish line.

14 PENALTY SYSTEM

- 14.1 RRS 44.1 and RRS 44.2 is modified to read that only one-turn, including one tack and one gybe is required.
- 14.2 Should a boat start before its correct starting time in a Clubhouse Start, the time to the correct starting time, rounded up to a whole minute, plus a two (2) minute penalty will be added to that boat's finishing time.

15 TIME LIMIT

- 15.1 Time limit of races is as follows:

Race/Regatta	First boat	Extended time limit if first boat finishes within time limit.
Marathon, Cock of the Bay, Australia Day	180 minutes	230 minutes
All other Races.	60 minutes	80 minutes

15.2 Should the first boat finish within the time limit, all other boats must finish within the extended time limit or they shall be scored as DID NOT FINISH (DNF). The time limit commences at the start of the first division, not separately to each following division.

16 PROTESTS

16.1 No boat need display a protest flag. This changes RRS 61.1(a).

16.2 Protests forms are available at the KCC Clubhouse.

16.3 The protest time limit for all scheduled races is 30 minutes after the last boat has finished the last race of the day.

17 SCORING

17.1 The Low Point scoring system of Appendix A of the Racing Rules of Sailing shall apply to all KCC Series, Championships, Regattas and Special Events.

17.2 The following Scoring Codes apply to all KCC Series and Championships, excluding Regattas and Special Events: This modifies A4.2 & A9 of Appendix A – Scoring of the RRS.

DNC:	Did not Compete	Number of Entrants in Series + 1
DNF:	Did not Finish	Number of Finishers + 1
DNR:	Did not Race (signed on ready to race)	Number of Entrants in Race + 1
DNS:	Did not Start (but sailed to start area)	Number of Starters + 1
OCS:	On Course Side at start/broke rule 30.1	Number of Starters + 1
DSQ:	Disqualified	Number of Finishers + 1
RAF:	Retired after Finishing	Same as DSQ
BFD:	Black Flag Disqualification	Same as DSQ but not Discardable
DGM:	Disqualified Gross Misconduct	Points set by Protest Committee but not Discardable
RDG:	Redress Given	Points set by Protest Committee
RDGa:	Redress Given	Average - all races
RDGb:	Redress Given	Average - all previous races
RDGc:	Redress Given	Average - all races except DNC
DUT:	Rostered Race Duty	Average - all races except discards

- 17.3 **DNR** shall be awarded when a registered boat and crew are “Signed On”, ready to race with race fees paid when the boat skipper subsequently considers the wind/weather conditions unsuitable for the age, experience, physical fitness or skill level of one or more of the crew, and/or has suffered equipment failure and/or crew injury during an earlier race(s) in the session.

However, the Race Secretary or the Senior Race Officer present must assess and consider the bona fides of the boat crew in deciding not to race. The Race Secretary may review the Senior Race Officer's decision in this matter whose decision is then final and not subject to any further hearing.

[In general, a decision “not to race” owing to prevailing wind/weather conditions (notwithstanding that conditions are within KCC's Operational Plan) is valid grounds for awarding a DNR for that race. However, the Race Secretary must be satisfied that the boat/crew was ready and able to race otherwise].

The skipper or his/her representative should request the Senior Race Officer on the day to record “DNR in the “Place or Scoring Code” column under the boat’s sail number and class on the finishing sheet(s) for the respective race(s), no less than 30 minutes after the last “Warning Signal” for the last race of the session.

A boat awarded a scoring code of DNR is considered an entrant for that race.

17.4 **Rostered Duty**

- 17.4.1 It is expected and required that every race entrant (helm + crew as appropriate) is rostered for Club “Duty”. There are no exceptions and all registered boat crews must undertake duty as rostered on up to 2 race days per season. Rostered Duty on days where racing has been abandoned may be rescheduled, at the discretion of the Race Committee.

- 17.4.2 Race entrants are encouraged to volunteer for duty on a particular race day or nominate for “any race day” during a particular series. However, whilst making every endeavour to accommodate such requests, the Race Committee shall determine the Duty Roster at its absolute discretion.

- 17.4.3 **DUT** shall be awarded to a registered boat for all races completed during a scheduled race session when the crew (helm and crew as appropriate) is rostered for Duty (or volunteers for Duty at the request of the Race Committee) and undertakes such Duty to the satisfaction of the Race Committee, determined by and at the Race Committee’s absolute discretion and without further hearing.

- 17.4.4 **DUT** shall be awarded for a maximum of 5 races, with only 3 races in any one Series. An entrant shall not be rostered for Duty on more than two race sessions, or more than one race session in any one series, without their consent. The 3rd (voluntary) rostered occurrence, or 2nd in any one Series, is scored as DNR, unless this results in a lower score than DUT, in which case DUT is scored. In exceptional circumstances the Race Committee may also approve a score of DUT. Any additional race session race results for “voluntary” rostered duty days are scored DNC.

- 17.4.5 A boat crew may nominate substitutes for duty. However, substitutes must be adults, holders of a Yachting NSW Silver Card and assessed as competent, experienced and with the requisite knowledge to carry out all expected duties, especially in regard to safety issues, to the satisfaction and approval of the Race Committee. Approval must be recorded in writing by the Senior

Race Official (refer SI 1.3) present on the respective race session sign-on sheet.

- 17.4.6 Entrants failing to undertake rostered duty may, at the absolute discretion of the Race Committee, incur a racing penalty (which may be against any or all Series) as determined by the Race Committee, without further hearing.

18 SAFETY REGULATIONS

18.1 Sign-On and Sign-Off

For each race or session (where a session is multiple races back to back) a crew member from each boat intending to race, shall personally sign-on prior to the race by signing the race sign-on sheet in the clubhouse. A crew member from each boat must personally sign-off by signing the race sign-off sheet in the clubhouse within 60 minutes of completion of each racing session.

Persons signing-on or signing-off must be at least 18 years of age or, if no-one on the boat is 18 years of age, they must have a parent or guardian sign-on and sign-off.

18.2 Failure to Sign-On or Sign-Off

Boats failing to comply with SI 18.1, or where sign-on/sign-off information is illegible, are scored DNC without a hearing. This changes RRS 63.1.

18.3 Personal Flotation Devices (PFD):

Whilst racing, all competitors shall wear PFDs which are in good condition and in accordance with the specifications issued or approved by a national authority affiliated to the International Sailing Federation, or a standards organization, or certification authority, recognized for the purpose by its respective government. Race Signal "Y" need not be flown and no sound signal made.

18.4 Righting Ropes

All competing boats are required to be fitted with righting ropes. It is recommended that boats have towing rings on bridles and that the phone number of KCC is written on the boat.

18.5 YA Special Regulations

All boats must conform to the requirements of YACHTING AUSTRALIA SPECIAL REGULATIONS PART 2 FOR 'OFF THE BEACH' BOATS.

19 REPLACEMENT of HELM, CREW or EQUIPMENT

19.1 Olympic and John Goodier Memorial Challenge

The nominated helm and crew, as registered (provided both are financial KCC members), may interchange helm and crew roles at their discretion. Substitution otherwise of the nominated helm of a registered boat is not permitted without a prior request for approval brought to the attention of the senior race official on the day, who shall record approval or otherwise on the sign-on sheet. Written approval must be

recorded on the sign-on sheet prior to the commencement of the Race Briefing or 60 minutes before the first scheduled race of the day, whichever is the latter. Race Officials reserve the right, at their absolute discretion and without hearing, to adjust the registered boat's KCC back-calculated yardstick or handicap starting time.

19.2 Club Championship Series

The nominated helm of a registered boat cannot be substituted for the Club Championship Series. However, the nominated helm and crew (not a casual crew), as registered (provided both are financial KCC members), may interchange helm and crew roles at their discretion. However, only the nominated helm may sail with a casual crew.

19.3 Substitution of a registered boat in any series is not permitted, unless approved of, in writing, by the Race Committee. Written requests for substitution shall be made to the Race Committee at the first reasonable opportunity. Approval provides for results of separate boats (under the one helm or helm/crew) to be combined. No more than one *approval per season shall be granted to any helm or helm/crew combination across all series.* The Race Committee reserves the right to alter subsequent KCC back-calculated yardsticks for the Olympic, John Goodier Memorial and Sprint Challenge Series, based on previous results and the relative KCC yardsticks of the original and substitute boats.

20 EQUIPMENT, CLASS RULES and MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with class rules and these sailing instructions, including safety requirements.
- 20.2 On the water, a boat can be instructed by a Race Official to proceed immediately to a designated area for inspection.
- 20.3 Where a protest is upheld on Class rules/measurement, the Protest Committee may not impose a penalty but must refer its findings to the Race Committee. The Race Committee, at its absolute discretion and without right to further redress, may only apply a penalty by adjusting the boat's class yardstick, where the Race Committee determines that non-compliance with Class rules/measurement has resulted in the boat obtaining a performance advantage.
- 20.4 However, class rules that stipulate sails and/or fittings/components must be purchased through a class dealership(s) and/or manufactured or altered only by a designated class dealer/sail maker, shall not apply to any KCC race series or regattas, other than Yachting Australia sanctioned or approved events for the respective Class(s). Provided that sails and/or fittings/components must comply in all other respects (sail material type/weight excluded) with class measurement rules and verified as such in writing by the sailmaker, in respect to sails. Writing may be by a certification letter signed by the sailmaker and initialled and dated at the "tack" of the sail or by placement of an initialled and dated certification "tack" mark.

21 OFFICIAL BOATS and RACE COMMITTEE VESSEL

Official boats will be marked with "Kurnell Catamaran Club", "KCC" and/or the club burgee.

22 SUPPORT PERSONNEL

Team Leaders, Coaches and other support personnel shall stay outside the area where boats are racing from the time of the preparatory signal for the first division until all boats have finished or the Race Officials signal postponement, general recall or abandonment.

23 RADIO COMMUNICATION

A boat shall neither make radio transmissions whilst racing nor receive radio communications that are not available to all boats. This restriction also applies to mobile telephones.

24 PRIZES

24.1 Prizes/trophies awarded at the discretion of the Race Committee.

24.2 Perpetual Trophies remain on display at the KCC Clubhouse.

25 DISCLAIMER of LIABILITY

Competitors, officials and other KCC members participating in events covered by these sailing instructions or as a consequence of these instructions do so at entirely their own risk. See RRS 4, Decision to Race. The organizing authority and KCC do not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event(s).

26 INSURANCE

Each participating boat shall be insured. The minimum requirement is third-party personal insurance and third party property insurance that is valid for racing. Liability cover must be at least \$5,000,000 AUD (Five million Australian Dollars). Entering the boat on the sign-on sheet indicates that the Skipper has acknowledged that the boat is insured as per this requirement.

27 ATTACHMENT A (Series Rules)

27.1 Eligibility

- All Series and Championships are open to financial members of KCC.
- Only registered boats are eligible for end of series/season prizes and perpetual trophies (Open Regattas excepted).
- Boats may only be registered where the nominated helm and “regular” crew are financial members of KCC. A “regular” crew is defined as anyone crewing on a registered boat for more than 3 race sessions. Points are not scored for any registered boat where the crew, as a non and/or non-financial member, has sailed a total of more than 3 race sessions on any registered or visiting boat.
- Unregistered boats cannot score points for any series.
- Only the most recent 3 race session results, defined as any race session where ranked as a Starter in any race of any series by an unregistered boat, sailing as an un-financial member or visitor and having paid the prescribed race entry fee, may be counted in the results of any Series and/or Club Championship, should that boat be subsequently registered. There is no refund or partial refund of race entry fees.
- Visiting boats are most welcome but will not be scored in the aggregate results and are not eligible for end of series/season prizes or perpetual trophies. Visiting boats must pay the prescribed visitor race entry fee. Visitor race entry fees are determined annually by the KCC committee and are variable, depending on whether the helm of a visiting boat is a financial member of a club affiliated with Australian Sailing or an International Sailing Association recognised as such by World Sailing.
- Notwithstanding the above, KCC reserves the right to unilaterally refuse any entry.

27.2 Club Championship Scoring

- The Club Championship is scored as a combined fleet of all divisions.
- The Club Championship is scored over all sailed races in the Club/Class Championship Series, less allowable discards (drops).
- Individual race results are determined using current KCC class yardsticks.

27.3 John Goodier Memorial Challenge and Olympic Series Scoring

- The John Goodier Memorial Challenge is scored as a combined fleet of all divisions. The Olympic Series is scored as a combined fleet of all divisions.
- Individual races are scored based on back-calculated handicaps. Individual entrant's handicaps for heat 1 are determined based on results from the previous season, or as determined by the Race Secretary, at his/her absolute discretion.

Subsequent back-calculated handicaps for heats 2, 3, 4 etc. are determined based on the “median” boat in the respective heat, or as determined by the Race Committee to maintain the integrity of the handicap system. The handicap of all finishers is adjusted so that all boats record the same corrected time as the “median” boat which becomes the “Standard” boat for that race on which back-calculated

handicaps are derived. The adjusted handicap (back-calculated handicap) is then averaged with a prescribed number (as determined by the Race Committee) of the past immediate race's back calculated handicap to form the adopted handicap for the next race in the series, for each competitor individually. Back-calculated handicaps are scored independently for each series.

Notwithstanding the above, the Race Committee reserves absolute discretion, without right of appeal, to vary back calculated handicaps in exceptional circumstances, so as to uphold the fairness of handicaps for all competitors.

27.4 Other Series or Special Events Scoring

These are advised at the briefing on the day.

27.5 Allowances or Redress for attending competing events

Entrants are not eligible to claim redress for attending other events such as Regattas, State, National or International Championships. Each series has an adequate number of "Drops" to provide fair and equitable competition, whilst recognizing that entrants may not compete over all scheduled races for a variety of reasons.

27.6 Minimum Number of Races

To constitute a series, the following number of races shall be the minimum that are sailed to completion (i.e. not abandoned). If a series does not achieve the minimum required, the Race Committee may, at its absolute discretion, accept a lesser number, re-sail 1 or more abandoned heats or abandon the individual series.

Series	Minimum number of races that must be sailed
Club/Class Championship	8
John Goodier Challenge	6
Olympic Series	6
Regattas	As per the Regatta Sailing Instructions.
All other Events	All must be completed.

27.7 Discarded Races (Drops)

27.8.1. Club Championship and John Goodier Series

The following table defines the number of discarded races (drops) permitted. The maximum number of drops is calculated as one quarter of completed races, rounded down to a whole number.

Completed Races	Drops Permitted	Completed Races	Drops Permitted
18	4	9	2

Completed Races	Drops Permitted	Completed Races	Drops Permitted
17	4	8	2
16	4	7	1
15	3	6	1
14	3	5	1
13	3	4	1
12	3	3	0
11	2	2	0
10	2	1	0

27.8.2. Olympic Series

The following table defines the number of discarded races (drops) permitted. The maximum number of drops is calculated as one third of completed races, rounded down to a whole number.

Completed Races	Drops Permitted	Completed Races	Drops Permitted
18	6	9	3
17	5	8	2
16	5	7	2
15	5	6	2
14	4	5	1
13	4	4	1
12	4	3	1
11	3	2	0
10	3	1	0

27.8 Results Posting

All results are published as soon as practicable on the KCC Club Notice Board and the KCC Website. Published results are “unofficial” and subject to change/corrections until the words “Final Results” appears in the heading.

27.9 Wind Limit

All racing must cease (if on the water) or the start delayed (if ashore) when the average “official” (refer below) wind strength is determined as exceeding 22.5 knots. The responsible Race Official (refer 27.13) must also consider the strength and/or frequency of wind gusts above this figure and the prevailing direction of the wind in reaching a decision to cease racing, abandon a race or delay a race.

Bureau of Meteorology “official” wind strengths are measured 9 metres above sea level and “on the water” recordings by hand held gauges (approx 2 metres above sea level) must be increased by approximately 16%, as calculated by the following formula. However, for ease of calculation purposes, “on the water” recordings can be increased by 1/6th to determine the “official” wind strength. Therefore, an 18 knot reading at 2 metres above sea level corresponds to an “official” (9 metres above sea level) reading of 21 knots. Similarly, 20 knots would correspond to over 23 knots, above KCC’s operational wind limit for racing.

$$V_2 = V_1 * (H_2/H_1)^n$$

Where ‘n’ = 0.10 (smooth ocean/water)

http://www.aerostarwind.com/adjusting_wind_speeds.html

All racing must cease (if on the water) or the start delayed (if ashore) when lightning is observed in the general vicinity of Botany Bay and surrounds. Storm cells must clearly be observed to be moving well away from the Botany Bay area before racing may commence or resume.

27.10 Responsible Race Official (Weather and Safety)

Prior to the conclusion of the Race Briefing, or 20 minutes before the scheduled Division 1 start time, whichever is the later, the responsible Race Official is the Race Secretary or in his/her absence the Assistant Race Secretary. If neither is present, by unanimous decision of the Race Committee Vessel Boat Captain and Officer of the Day, in consultation with the most senior member of the KCC Executive present, should neither be a member of the Executive. Should they be unable to reach a unanimous decision, racing may not proceed or must cease immediately if on the water. ***Racing is not permitted (independent of any weather considerations) unless at least one member of the KCC Executive is present, who may elect to race.***

At all other times, the responsible Race Official is the Boat Captain of the Race Committee Vessel, unless the Race Secretary or Assistant Race Secretary is monitoring racing ashore.

Notwithstanding the above, all entrants are reminded of SI 25 and RRS 4 (Decision to Race). However, regarding the decision to abandon a race or not, the responsible Race Official(s) must consider the safety of all entrants as an absolute priority.

Refer to the “***KCC Operational Plan***” for all other operational procedures, a copy of which is on the Club's Official Notice Board and KCC website.

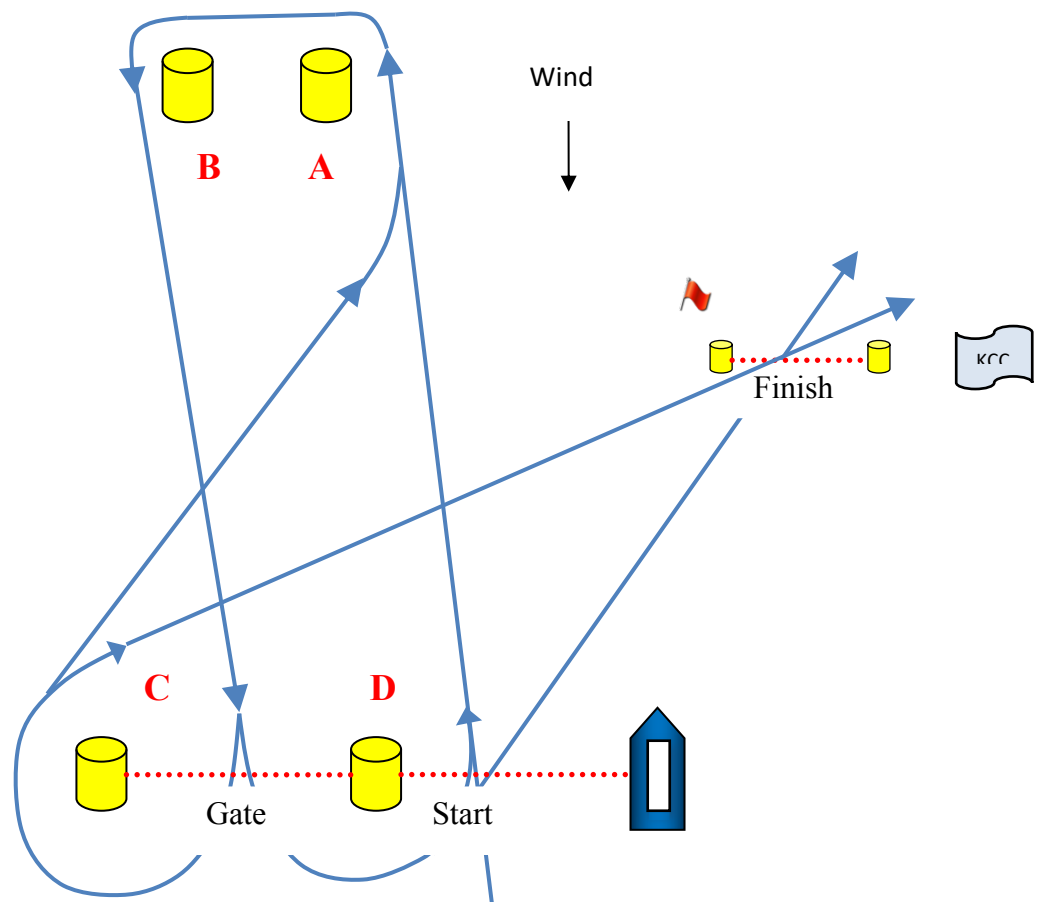
28 ATTACHMENT B (Courses – Diagrams not to scale)

28.1 Course A

- 2 races scheduled per day (up to 3 races for Olympic Series)
- Course length aimed at 40 – 50 minutes (30-40 for Olympic Series) for the fastest boat (approximately 0.8 nautical miles from D to A ± depending on wind strength)
- A to B is set approximately square to the wind direction at a distance of approximately 30 metres
- Distance from C to D - no less than Start Line and minimum of 50 metres
- Race Committee Vessel Start
- Marks A & B to Port (Red flag displayed on Committee Vessel)
- Boats traversing the gate must have Mark D to port and Mark C to starboard

Course:- **Start, A, B, Gate..... A, B, Gate..... A, B, Gate Finish (Club Champ)**

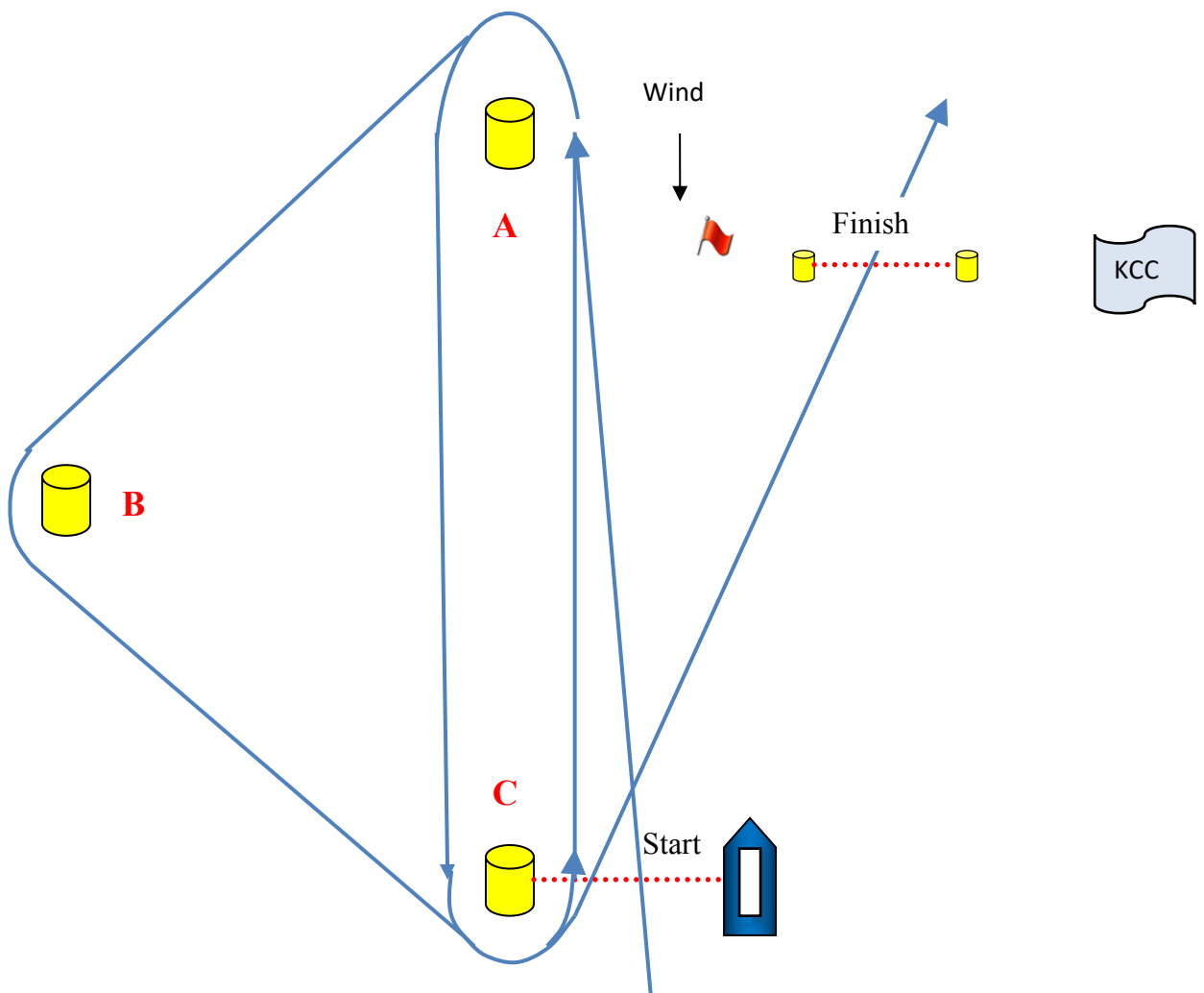
Start, A, B, Gate..... A, B, Gate..... Finish (Olympic Series)



28.2 **Course B**

- 3 races scheduled
- Course length aimed at 30 - 40 minutes for the fastest boat (approximately 0.8 nautical miles from C to A - ± depending on wind strength)
- Angles A, B and C are approximately 60 degrees
- Race Committee Vessel Start
- Marks to Port shown (Red flag displayed on Committee Vessel)
- Course:-

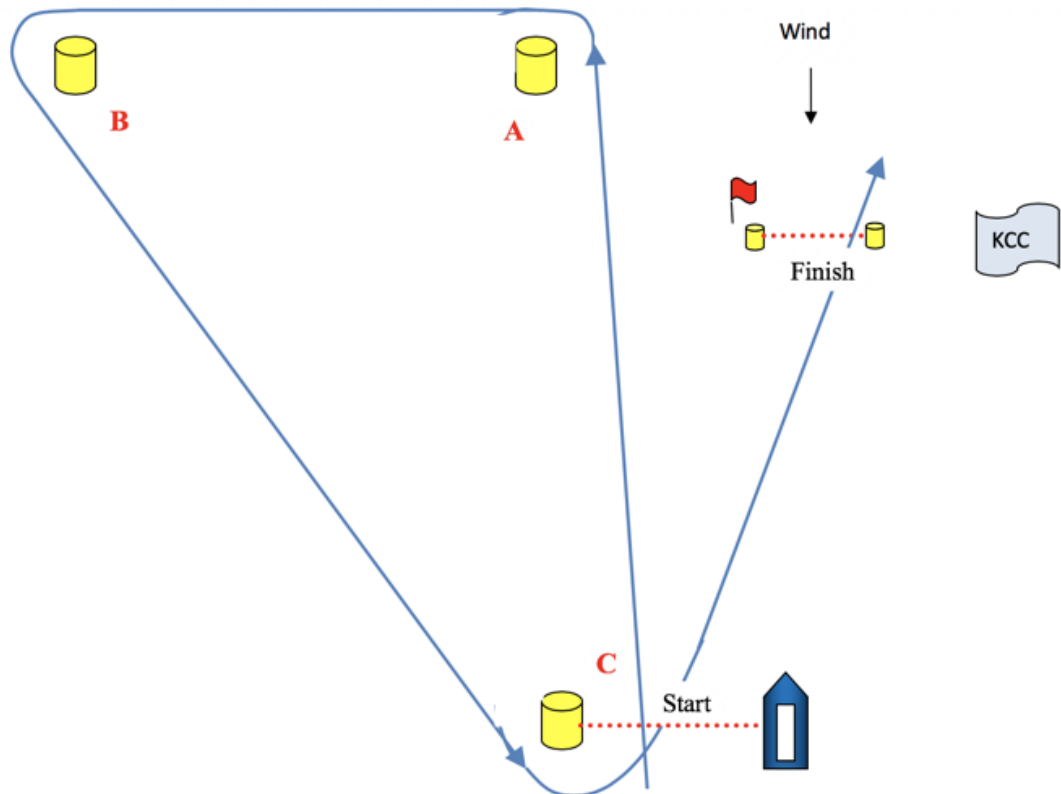
Start, A, B, C ... A, C Finish as noted.



28.3 Course C

- 2 races scheduled
- Course length aimed at 35 - 45 minutes for the fastest boat (approx .8 nautical mile from C to A - \pm depending on wind strength)
- Angle A is approximately 90 degrees
- Distance from A to B is approximately 1/2 the distance of C to A
- Race Committee Vessel Start
- Marks to Port, as shown (Red flag displayed on Committee Vessel)
- Course:-

All divisions:- Start, A, B, C A, B, C Finish



28.2 Course T – (Trapezoid Course)

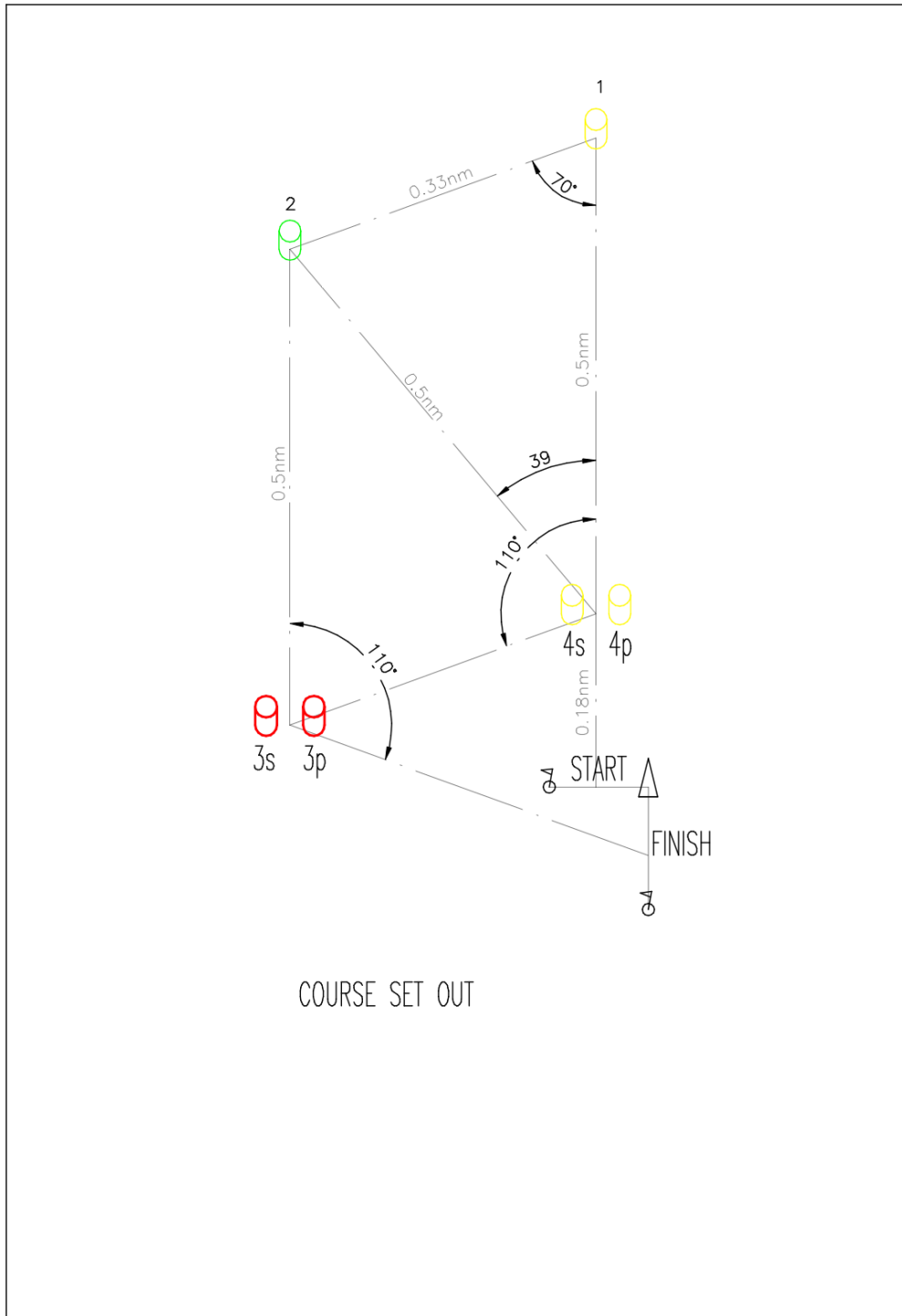
- 2 races scheduled per day
- Course length aimed at 35 - 45 minutes for the fastest boat (see diagram)
- Angles as shown on diagram on next page
- Race Committee Vessel Start
- Marks to Port except for Gates – see next point
- Gates are between 4S and 4P (must be traversed with either 4S to starboard and 4P to port) and between 3S and 3P (must be traversed with either 3S to starboard and 3P to port). Boats may elect which way they round at the gate.
- Finish is at right angles to start line with a Support Boat to port to finish (see diagram)
- Course

Important Note: *Please attend the briefing on the day and check the course at the briefing as this will be notified on the day at the briefing from one of the courses in the table below: -*

Div	Signal	Course
1, 2	T2	Start , 1 , Gate(4s/4p) , 1 , 2 , Gate(3s/3p) , Finish
1, 2	T3	Start , 1 , Gate(4s/4p) , 1 , Gate(4s/4p) , 1 , 2 , Gate(3s/3p), Finish
3	T2	Start , 1 , 2 , Gate(3s/3p) , 2 , Gate (3s/3p) , Finish
3	T3	Start , 1 , 2 , Gate (3s/3p) , 2 , Gate(3s/3p) , 2 , Gate(3s/3p) , Finish

- The course diagram is depicted on the next page.

Course T:-



28.6 **Australia Day / Marathon Course**

Advised at the Race Briefing on the day.

28.4 **Darren Lowder Memorial Trophy Course**

Advised at the Race Briefing on the day.

28.5 **Presidents Cup / Captain Cook Trophy Course**

Advised at the Race Briefing on the day.

28.6 **Other Regattas/Events/Courses**

As per the Regatta/Event Sailing Instructions or as advised at the briefing.

End of Sailing Instructions