

RSAYS Twilight Sailing Instructions 2023 - 2024

Issue 2 - October 2023

SQUADRON
RACING



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RSAYS Twilight Sailing Instructions

These Instructions are to be read in conjunction with the RSAYS Notice of Race and Sailing Instructions.

Twilight Sailing is a traditionally a social outing for which a special spirit of sportsmanship shall prevail. Boats shall sail with due regard for other boats having guests and inexperienced crew. A higher degree of alertness is required for twilight races.

1. TWILIGHT RACE REQUIREMENTS

- 1.1 No spinnakers, bloopers, gennakers, code zero or staysails are to be used. Main and foresail (tacked inside the forestay) only. Spinnaker poles may be used to pole out the headsail at the clew only. When in use, the pole shall be attached to the mast
- 1.2 Anchors shall be stowed inboard, i.e. no part of the anchor shall protrude beyond the sheer line. [DP]
- 1.3 For the Women's Helm races a boat shall have on board a Person-in-Charge who shall be a club member. It is intended that the lady helm steer the boat for the majority of the race. However in more extreme weather conditions or in and around the start line it is acceptable for the owner to helm. This SI is not protestable by competitors. (RSAYS rule).
- 1.4 VHF 73 will be used for radio communication and is to be monitored at all times during the race.
- 1.5 There will be two divisions nominated as Div 1 and Div 2. All boats shall display a ribbon available from the Racing Office corresponding to their allocated division.
Div 2 (Red) Warning signal – 1755 hrs
Div 1 (Green) Warning signal – 1800 hrs

When there is a sternchaser race programmed, the warning signal for the first boat to start in both divisions will be 17:55 hours. Starting times will be available at sign on.

A list of boats and their allocated divisions will be posted on the Official Notice Board prior to race 1.
- 1.6 Course descriptions shall be indicated by a course number displayed from the committee boat at or prior to warning signal. When special courses are set on the night, course descriptions will be available from the Racing Office.
- 1.7 A boat that runs aground during a race may use her engine to free herself for safety reasons and continue racing, provided that once she is free, she then shuts it off and has not gained an advantage by its use. She may still be subject to protest by a boat or Race Committee. In addition her handicap will not change down in the next race after such an incident.
- 1.8 Retiring – boats retiring shall notify the race committee on VHF 73 as soon as possible after doing so or be scored DNC.
- 1.9 RRS 44.1 & 44.2 are changed such that “Two-Turns Penalty” is replaced by “One-Turn Penalty” and shall include one tack and one gybe.
- 1.10 Protests shall be lodged in accordance with Rule 61 to the Sailing Office. Protests shall be submitted within 1 hour of the protesting boat’s finish time. Arbitration hearings in the first instance will take place on the same night and prior to presentation.
- 1.11 *Start Line:* The start line will be between a staff displaying an orange flag on the race committee boat and the southern edge of the vertical blue stripe on the Outer Harbor Signal Tower, unless otherwise prescribed.
- 1.12 *Finish Line:* The finish line will be between a staff displaying a blue flag on the race committee boat and the NW corner of OH4 Wharf unless otherwise prescribed. The race may be shortened at any point along the course that all vessels must pass. This changes RRS Rule 32.2.
- 1.13 *Time Limit:* Time limit for all boats will be 2 hours from her start or the official sunset time whichever is earlier. For RSAYS/CYCSA combined races, this will be varied to the earlier of 2000 hours or the official sunset time.

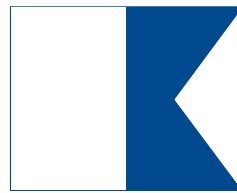
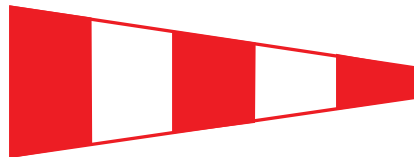
2. RACE CANCELLATION PROTOCOL

- 2.1 **Purpose:** Summary of the Squadron’s procedure for cancelling Twilight Races when hazardous weather conditions are expected. It gives more certainty in the timing of announcements to skippers, crew, volunteers, office staff and catering staff.

This does not change RRS 3; “responsibility for a boat’s decision to participate in a race or continue racing is hers alone”.
- 2.2 **Protocol:** The Race Officer (RO) will decide to call off a race due to hazardous weather based on:
Forecasts: predictions from the BOM and other reliable weather models; and
Observations: measurements from the BOM and other local weather stations.

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- 2.2.1 When wind strengths of 28 kts and above (i.e. Gale) are forecast for the time of the race, the RO will announce a race cancellation by 10:00am on the day of the race.
- 2.2.2 When wind strengths of 25 – 28 kts (i.e. Strong) are forecast for the time of the race, the RO will monitor observations and, if decided, will announce a race cancellation by 2:00pm on the day of the race.
- 2.2.3 When wind strengths under 25 kts are forecast for the time of the race, the RO will monitor observations and, if needed, will announce a race cancellation by 3.30pm on the day of the race.
- 2.2.4 Other Issues may be present which require cancellation by the RO. These could include forecast thunderstorms, lightning, hail, excessive heat conditions and potentially shipping issues. Cancellation for these issues will be advised by 2:00pm on the day of the race.
- 2.2.5 As a guideline, cancellation will typically occur if wind strengths average 25 kts or more for more than 50% of the time over a 20-minute period leading up to the race. The decision to cancel is complex and considers wind strength, swell height, tide, weather conditions adjacent to the race area and weather conditions forecast after the race finish time.
- 2.3 Advice of cancellation will be issued to skippers via text a message (if subscribed), via e-mail and via a Code Flags 'AP' over 'A' flown from the Squadron's signal mast.
- 2.4 Skippers and crew can call the club (Ph. 8341 8600) for cancellation news after the times listed in the above protocol.



3. PROTEST ARBITRATION

- 3.1 Protest arbitration is a process of resolving protests without the formality of a full protest hearing. Arbitration is simply a short meeting between sailors involved in a protest and an experienced judge serving as the arbitrator. The sailors tell the arbitrator what happened on the water and the arbitrator makes a decision about which boat, if any, broke a rule. The party who broke a rule is offered the chance to take a reduced penalty. If the arbitrator's decision is accepted, the protestor withdraws the protest and the dispute is resolved before the protest is formally heard by the protest committee. The primary purpose of arbitration is to simplify and speed up the protest process for incidents that do not require the full protest hearing process.
- 3.2 The penalty:
RRS Appendix "T" shall apply during the arbitration hearing. Her position across the line will be increased by 30% of the difference between the boat's finishing place and the number of starters in the race (including casual entries) rounded up to the next whole number except that she shall not be scored worse than points for DNF. The scores of other boats may receive the same score. Once accepted, this decision is not subject to reopening or appeal. Changes RRS 64.1(a), 66 & Appendix A.
Eg; if you finish in 10th place and take an arbitration penalty of a 40 boat fleet, you will be scored 30% of the difference between 10th and 40th, 30% of 30 places = 9; your score will be 19th. In addition her handicap shall remain unchanged for the following race.
- 3.3 The hearing:
 - 3.3.1 Arbitration takes place after a written protest has been filed, but prior to the protest hearing. The arbitration hearing is heard as soon as both parties are present
 - 3.3.2 The normal rules for intending to protest ie, flag and hail under rule 61.1(a) informing the party apply, to decide validity
 - 3.3.4 Only the arbitration judge, protestor, and protestee are permitted to attend. No witnesses are allowed

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- 3.3.5 Arbitration only will take place where no contact that causes damage or injury occurs
- 3.3.6 Will be only used where two boats are involved, and limited to rules of Part 2 and RRS 31.
- 3.3.7 The decision is based on the high probability that questioning of the parties and their witnesses would not change the result with a full protest hearing
- 3.3.8 The decision should be reached in a maximum of 15 minutes.
- 3.3.9 At any time any party can decide to terminate the arbitration process and decide to have a protest hearing
- 3.3.10 If one party decides to accept the decision the protest is withdrawn and the penalty as stated is applied
- 3.3.11 The competitor accepting the penalty or the party withdrawing the protest shall sign the protest form in acceptance of the decision
- 3.3.12 If the protestor is found to have broken a rule, the protest may not be withdrawn until the penalty has been accepted
- 3.3.13 Once the protest is withdrawn, the arbitrator is free to discuss any aspect of the case with the parties to the hearing.

4 COMMERCIAL SHIPS UNDERWAY [DP]

All competitors must maintain a minimum distance of 500m from the bow of any ship (ie. Oil Tanker and Seagoing Cruise Ship) or other seagoing commercial vessels such as the *One and All* and no less than 30m from the sides/stern of any ship underway.

5. TWILIGHT COURSES

1. Div 1: Start → Northern Silt (P) → Finish (6.86 nm)
Div 2: As for Div 1
2. Div 1: Start → #8 Red Bcn (S) → Northern Silt (S) → Finish (7.79 nm)
Div 2: Start → Northern Silt (S) → Finish (6.86 nm)
3. Div 1: Start → Northern Silt (P) → Western Silt (P) → Finish (8.37 nm)
Div 2: As for Div 1
4. Div 1: Start → Northern Silt (P) → #6 Red Bcn (P) → Finish (8.37 nm)
Div 2: Start → Northern Silt (P) → #8 Red Bcn (P) → Finish (7.79 nm)
5. Div 1: Start → #6 Red Bcn (S) → Northern Silt (S) → Finish (8.37 nm)
Div 2: Start → #8 Red Bcn (S) → Northern Silt (S) → Finish (7.79 nm)
6. Div 1: Start → #6 Red Bcn (S) → Western Silt (S) → Finish (7.6 nm)
Div 2: Start → #8 Bcn (S) → Western Silt (S) → Finish (7.39 nm)
7. Div 1: Start → Western Silt (P) → #6 Red Bcn (P) → Finish (7.6 nm)
Div 2: Start → Western Silt (P) → #8 Red Bcn (P) → Finish (7.39 nm)
8. Div 1: Start → Wonga Shoal Buoy (S) → No 1 Lead In / No 3 Lead Out (S) → Finish (8.33 nm)
Div 2: As for Div 1
9. Div 1: Start → #6 Red Bcn (P) → Wonga Shoal Buoy (P) → #15 Green Bcn (S) → Finish (9.1 nm)
Div 2: Start → #8 Red Bcn (P) → Wonga Shoal Buoy (P) → #15 Green Bcn (S) → Finish (8.65 nm)
10. Div 1: Start → No 1 Lead In / No 3 Lead Out (S) → No 1 Lead Out (S) → #5 Green Bcn (S) then leave #4 Red & #10 Red Bcns (S) → Finish (7.9 nm)
Div 2: Start → No 1 Lead In / No 3 Lead Out (S) → No 1 Lead Out (S), → #4 Red Bcn (S) then leave #10 Red Bcn (S) → Finish (6.76 nm)
11. Div 1: Start then leave #21,23, 25, 27, 29,31 33, 35 & 37 Green Bcns (S) → #36 Red Bcn (P) then leave #21,23, 25, 27, 29,31 33, 35 & 37 Green Bcns (P) → Finish (7.5 nm)
Div 2: As for Div 1
12. Div 1: Start → No 1 Lead Out (S) → Western Silt (S) → Finish (7.88 nm)
Div 2: Start → No 1 Lead In / No 3 Lead Out (S) → Western Silt (S) → Finish (7.58 nm)
13. Div 1: Start → No 1 Lead In / No 3 Lead Out (S) → No 1 Lead Out (S) → # 4 Red Bcn (S) Western Silt (S) → Finish (8.3 nm)
Div 2: Start, → No 1 Lead In / No 3 Lead Out (S) → No 1 Lead Out (S) → # 6 Red Bcn (S) Western Silt (S)) → Finish (7.95 nm)