



## NOTICE OF RACE

### 2024 JJ GILTINAN 18 FOOT SKIFF CHAMPIONSHIP

#### Version 1.1

#### Organising Authority: The Australian 18 Footers League

#### 1. RULES

- 1.1. The event is governed by the rules as defined in *The Racing Rules of Sailing*. The other documents that govern the event are:
  - (a) The Australian 18 Foot Class rules (found at [www.18footers.com.au/18-footers-sailing/documents/](http://www.18footers.com.au/18-footers-sailing/documents/))
  - (b) RRS Appendix T – Arbitration applies. In this appendix:
    - (1) T1(b) is changed as follows: A Post-Race Penalty taken by a boat prior to the arbitration meeting is a 20% Scoring Penalty and a Post-Race Penalty taken after the start of the arbitration meeting is a 30% Scoring Penalty, unless a Discretionary Penalty is applicable under 1.5. Both penalties are calculated as stated in RRS 44.3(c). However 44.1(a) applies.
    - (2) The meeting may be conducted via electronic means (teleconference, video conference etc) and any requirement for written statement can be electronically.
- 1.2. The Sailing Instructions will be published by 1700 hrs of the scheduled Measurement Day (found at [www.18footers.com/documents/](http://www.18footers.com/documents/))

In the event of conflict between any of the rules and regulations, the Sailing Instructions will prevail. This changes RRS 63.7.
- 1.3. RRS 31 is changed so that it only applies to
  - {1} a race committee vessel that is also a mark
  - {2} a boat that attaches to, or drags a mark
- 1.4. RRS 44.1 is changed as follows:
  - (a) the Two-Turns Penalty is replaced by the One-Turn Penalty; and
  - (b) a boat may take a penalty under RRS 44.1 if it breaks a rule of Part 2, RRS 31, or a Sailing Instruction regarding prohibited areas.
- 1.5. The definition of Zone is changed from three hull lengths to 30 meters. This amends the definition of Zone.

- 1.6. As allowed by RRS 64.2, the Protest Committee may impose ‘some other penalty’ by way of a point(s) penalty in lieu of disqualifying a boat.

The Australian Sailing Discretionary Penalties are listed in Addendum J1 and J1-A for this event.

The use of Discretionary Penalties for this event has been approved by Australian Sailing and declared in this NoR and the SI’s. This changes RRS 64.1.

Exclusively Band 4 Discretionary Penalties will be applied without a hearing. This changes RRS 63.1, Appendix A4 and Appendix A5.

A breach of any rule in this Addendum by a boat shall not be grounds for protest by another boat. This changes RRS 62.1(a).

- 1.7. The Noticeboard is found at [www.18footers.com/documents/](http://www.18footers.com/documents/)

## 2. ELIGIBILITY & ENTRY

- 2.1. The regatta is an invitation only event with applications open to all League design skiffs on the international register that have an 18 Foot Skiff Class measurement certificate.

- 2.2. Boats shall be insured with valid third-party liability insurance with a minimum cover of not less than A\$10,000,000 for each separate incident.

- 2.3. Boats shall have a distinguishing mark on each mainsail. Such mark shall be approved by the Organising Authority and this distinguishing mark shall not be changed without prior approval of the Organising Authority.

- 2.4. Boats shall pay the entry fee is as follows:

A\$800 (AUD eight hundred dollars) if paid by 29 February 2024, or

A\$850 (AUD eight hundred and fifty dollars) if paid after 29 February 2024

Payment shall be made to:

Australian 18 Footers League Ltd  
Commonwealth Bank Double Bay NSW  
BSB: 062156  
Account No: 10235622  
Swift: CTBAAU2S

- 2.5. Eligible boats may submit an entry for consideration by completing the ‘Entry Form’ which is found at [www.18footers.com/documents/](http://www.18footers.com/documents/)

## 3. SCHEDULE

- 3.1. Below is the schedule:

Thursday	29 February, 2024	Measurement Day
Friday	1 March, 2024	Regatta Briefing
Friday	1 March, 2024	Invitation Race
Saturday	2 March, 2024	Race 1
Sunday	3 March, 2024	Race 2
Monday	4 March 2024	Reserve Day

Tuesday	5 March, 2024	Race 3 & 4
Wednesday	6 March, 2024	Race 5 & 6
Thursday	7 March, 2024	Race 7
Friday	8 March 2024	Reserve Day
Saturday	9 March, 2024	Race 8
Sunday	10 March, 2024	Race 9

3.2. The scheduled warning signal for the first race of the day is 1440 hrs. On multiple race days the second race will be as soon as practical after the completion of the previous race

3.3. On the last scheduled day of racing no warning signal will be made after 1700.

#### **4. CREW**

4.1. In addition to the requirements in Class Rule C.3.4, a boat shall race with the same crew over the regatta or championship.

4.2. Substitution of competitors is not allowed without prior written approval of the Race Committee. Requests to substitute crew shall be in writing and lodged promptly.

#### **5. ADVERTISING**

5.1. In accordance with class rule C.2.1, boats shall display:

- (a) the event advertising sticker(s);
- (b) a decal of a flag indicating the country of origin of the boat.

5.2. Note: these stickers will shall be displayed even if the mainsail is subsequently reefed.

#### **6. EQUIPMENT INSPECTION**

6.1. Boats shall be available for equipment inspection on Measurement Day, at times communicated by the measurer. Boats may be inspected at other times.

#### **7. VENUE**

7.1. The regatta site will be in Steyne Park, adjacent to the Australian 18 Footers League clubhouse, Double Bay, Sydney.

7.2. Boats will be allocated a rigging space via a random draw by the Organising Authority. Boats shall be kept in their assigned rigging places in Steyne Park during the regatta.

7.3. The racing area will be on Port Jackson, east of the Sydney Harbour Bridge.

#### **8. COURSES**

8.1. Courses will be standard courses to accommodate various wind directions. Details will be in the Sailing Instructions.

#### **9. MEDIA PRODUCTION**

9.1. The Organising Authority may commission an official television production. In participating in this competition a competitor automatically grants to the organising authority and event sponsors the right in perpetuity to make, display and distribute at their discretion any motion

pictures, still pictures and live or recorded television and other reproductions of him/ her during the period of the competition without compensation.

9.2. Camera vessels will be in the racing area each scheduled race day. An official camera vessel is designated as an obstruction.

9.3. If required by the Organising Authority, boats shall be equipped with cameras. The allocation of the cameras will be rotated in an equitable manner.

9.4. Actions of the camera vessels or impacts of Organising Authority equipment on a boat are not subject to redress. This changes RRS 62.1(a).

## **10. SUPPORT PERSON**

Each support boat is required to register with the 18 Footers League "Race Office" and is to carry a working VHF radio and monitor on VHF channel agreed with the Race Officer. A boat shall not receive help from a support boat and/or person. A support boat and/or person is determined if reasonably considered by the race committee to constitute the actions of support whether registered or not. A support boat shall not approach or follow a boat in the championship and stay at least 200 meters outside areas where boats are sailing and racing "from the time they leave the rigging area until the time they return ashore and finish racing".

10.1 A support boat may approach a boat only at prior request of the race committee.

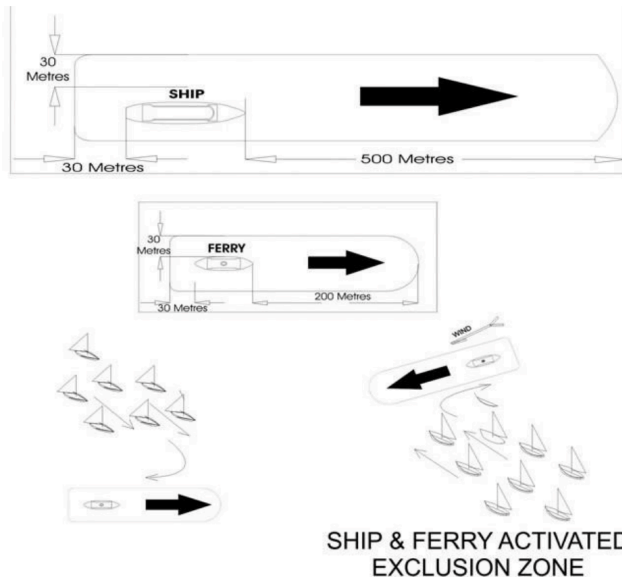
## **11. COMMERCIAL AND DEFENSE SHIPPING**

11.1. All competitors MUST keep 500m from the bow of any ship and at least 200m from the bow of any ferry displaying an orange diamond and not less than 30m from the sides/stern of any ship or ferry underway

11.2. Boats shall not interfere with the commercial or defence shipping of the port. The attention of skippers is drawn to Roads and Maritime Services regulations regarding right of way vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. Roads and Maritime Services regulations specify "priority over sail"- some commercial ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels.

11.3. Boats shall abide by traffic directions of the Roads and Maritime Services Boating Officers / Sydney Ports Officers. Any boat directed to stop or alter course by Roads and Maritime Boating Services Officers / Sydney Ports Officers, as a result of an anticipated breach of the above rules/regulations shall do so immediately.

11.4. Any boat reported by Roads and Maritime Services or Sydney Ports as having contravened these regulations will be disqualified without a hearing. This changes RRS 63.1.



## 12. SCORING

- 12.1. The Low Point Score System as described in RRS 2021-2024 RRS Appendix A as modified will apply.
- 12.2. RRS A5.3 will apply for all races conducted by the Australian 18 Footers League during the 2023-2024 Racing Season.
- 12.3. Four (4) races are required to constitute a series.
- 12.4. (a) When fewer than six (6) races have been completed, a boat's score will be the total of her race scores.  
(b) Where six (6) or more races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.
- 12.5. Provisional results will be displayed on the official notice board by 20:00 hours on the day of the appropriate race.

## 13. PRIZES

- 13.1. Individual race prizes will be presented after the race on each race day at the Australian 18 Footers League clubhouse.
- 13.2. At the conclusion of the last race of the regatta, boats shall remain in the vicinity of the finishing area until the winning ribbon is presented.
- 13.3. Prizes will be awarded to the overall winners of the championship at a presentation function, which will be held in the Australian 18 Footers League clubhouse on Sunday evening March 10, 2024.

## 14. RISK STATEMENT

It is a fundamental condition of entry that all those taking part in the regatta do so at their own risk and responsibility and that they hold harmless and indemnify the Australian 18 Footers League Limited and Australian Sailing, its officers, employees, agents and members and the sponsors of the event from all liability any of those persons has to any crew member on the boat, or to any person claiming through or under any such person arising from loss or damage howsoever caused, including by negligent act or omission, arising out of or relating to participation in the event.

The Australian 18 Footers League Limited is not responsible for the seaworthiness of a skiff whose entry is accepted or the sufficiency or adequacy of its equipment. The Australian 18 Footers League Limited reserves the right to refuse an entry.

**Attention is drawn to RRS 3 which states: “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.**

## 15. SAFETY

Use of a quick release harness is highly recommended.

## 16. CONTACT

Australian 18 Footers League, 77 Bay Street, Double Bay, NSW, Australia

Postal Address: P.O. Box 42, Double Bay, NSW, 1360, Australia

Telephone: 61 2 9363 2995

Fax: 61 2 9327 2159

E-Mail: [jess@18footers.com](mailto:jess@18footers.com)



**Addendum J1** to Notice of Race and Sailing  
Instructions Australian Sailing Discretionary and  
Standard Penalties

## Discretionary and Standard Penalties

### 1 General

1.1 Clauses in the Notice of Race and Sailing Instructions may be marked with either or both of [SP] and [DP]. SP means Standard Penalty; DP means Discretionary Penalty.

1.2 The following clauses should be added at the start of the Notice of Race and Sailing Instructions.

*[DP] denotes a rule for which the penalty is at the discretion of the Protest Committee. This changes RRS 64.1. Australian Sailing DPs are listed in Addendum J1-A.*

*[SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 63.1, Appendix A4 and Appendix A5. SPs for this event are listed in Addendum J1. A breach of any rule in this Addendum by a boat shall not be grounds for protest by another boat. This changes RRS 62.1(a).*

1.3 Each boat’s series score shall be

(a) the total of her race scores excluding her worst score(s) as specified in the Notice of Race or Sailing Instructions; plus,

(b) the sum of any SPs awarded throughout the regatta.

This amends RRS A2 and A5.

1.4 The race score for a boat awarded DP shall be the score she would have received without that penalty, made worse by the number of places stated in this Addendum or the Sailing Instructions.

When this Addendum or the sailing instructions specify a percentage, the penalty shall be that percentage of the score for Did Not Finish, rounded to the nearest whole number (0.5 rounded upward). The scores of other boats shall not be changed; therefore, two boats may receive the same score. However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish.

1.5 The Organising Authority for the event will publish a list of event specific SPs as Addendum J1-B. If no event specific Addendum J1-B is published Standard Penalties will not apply.

1.6 This Addendum J1 includes Addendum J1-A Australian Sailing Discretionary Penalty Base Bands and, if published, Addendum J1-B Event Standard Penalties. Addendum J1 takes precedence over Addendum J1-A and Addendum J1-B.

## **2 Standard Penalties (SP)**

2.1 [SP] denotes a rule for which a standard penalty will be applied by the race committee without a hearing. This changes RRS 63.1, Appendix A4 and Appendix A5. SPs for an event will be posted on the official notice board. A breach of any rule in this Addendum by a boat shall not be grounds for protest by another boat. This changes RRS 62.1(a).

2.2 Where a clause is marked [SP] this means that for a breach of this clause (NoR or SI), and where the boat is identified, the Race Committee will apply the SP without a hearing.

2.3 Unless otherwise specified in the Sailing Instructions, the SP applied by the Race Committee shall be the penalty listed in this addendum.

2.4 The Race Committee, in addition to applying a SP, may protest the boat or support person.

2.5 The Race Committee are the only ones who can apply a SP.

2.6 A breach of any rule in this Addendum by a boat shall not be grounds for protest by another boat. This changes RRS 62.1(a).

2.7 Although the Race Committee may have applied a SP, the Protest Committee or Race Committee may, in the case of repeated or more serious breaches, at their discretion to protest the boat and possibly apply a further penalty. Such further penalty will be assessed as a DP.

2.8 In addition to 1.3, the minimum SP points penalty will be 2 points. However, the penalty shall not cause the boat's score to be worse than the score for Did Not Finish

## **3 Discretionary Penalties (DP)**

3.1 [DP] denotes a rule for which the penalty is at the discretion of the Protest Committee. This changes RRS 64.1.

3.2 Where a clause is marked [DP] this means that for a breach of this clause (NoR or SI), the Protest Committee may apply a penalty other than DSQ in accordance with the guidelines in this document.

3.3 When the Protest Committee has discretion to decide the appropriate penalty for a breach, the penalties may range from zero points through to DNE. In determining the penalty, the Protest Committee will be guided by this

document.

3.4 Discretionary Penalties are not a list of standard penalties. The penalty should be adjusted as justified, while maintaining consistency. The overall concept is to establish a base penalty for a particular breach and then increase or decrease the penalty depending on the circumstances.

3.5 Suggested base penalties are listed in the attached tables. These suggest the base band for common specific breaches and the answers to some general questions to be used when there is no specific breach listed. When a range of penalties is suggested for a specific breach, use the general questions to determine the band for the specific breach.

3.6 Penalties are divided into 4 bands with the mid point being the normal base penalty:

<b>Band</b>	<b>Competitor</b>	<b>Support Person</b>
1	0 - 10% (mid point 5%)	Ashore 1 race – 1 day (mid point half day)
2	10 - 30% (mid point 20%)	Ashore 1 - 2 days
3	30 - 70% (mid point 50%)	Ashore 1 - 2 days associated competitor DSQ nearest race
4	DSQ / DNE (starting point DSQ)	Regatta de registration – associated competitor entry revoked. Report to MNA.

3.7 Start by using the Base Penalty Band Tables to find which band applies. Consider the 'base penalty' to be at the mid-point of the band. Then determine if there is cause to increase or decrease the penalty within the band or to change the band.

3.8 A positive answer to these questions would lead to reducing the penalty. (a) Was the breach accidental?

(b) Was there a good reason or justification for the breach?

(c) Was the breach reported by the competitor?

(d) Did anyone who was not part of the boat's crew or support team contribute to the breach?

3.9 A positive answer to these questions would lead to increasing the penalty. (a) Was the breach repeated?

(b) Was the breach deliberate as opposed to a misjudgment or carelessness?

(c) Was there any attempt to conceal the breach?

(d) Was anybody inconvenienced?

3.10 The Protest Committee may use other questions to determine if a penalty should be increased or decreased.

3.11 To calculate and apply the penalty:



- (a) The discretionary penalty may not make a boat's score worse than retirement or disqualification.
- (b) Percentage penalties are calculated to the nearest tenth of a point, (0.05 to be rounded upward).
- (c) When the breach affected racing performance, it should be applied to all races sailed that day, provided any protest is valid for all races.
- (d) When the breach does not affect racing performance and especially when it is largely administrative, the penalty should be applied to the race sailed nearest in time to that of the incident as specified in RRS 64.1.

3.12 When writing a decision applying a discretionary penalty, include the following statements:

- (a) Using the DP Guide a starting penalty of xx% was decided
- (b) The penalty was decreased because.....or There were no circumstances to justify decreasing the penalty.
- (c) The penalty was increased because..... or There were no circumstances to justify increasing the penalty.
- (d) The penalty applied is xx% applied to [all races of the day] or to [race numbers yy]

3.13 General questions to be used when there is no specific breach in the Base Penalty Band Tables, or when the Base Penalty Band Tables suggest more than one band.

<b>Could the breach compromise safety?</b>	
No	1
Possibly but not certainly	2 - 3
Yes	4
<b>Can the boat prove it has not obtained a competitive advantage?</b>	
Yes, no advantage is possible.	1
No, possible advantage but not certain.	2 - 3
No, certain advantage	4
<b>Could the breach bring the sport into disrepute?</b> <i>(Note: if the Protest Committee considers that the sport may have been brought into disrepute, it should consider action under RRS 69, especially if no other rule is available.)</i>	
No	1
Possibly but not certainly	2 - 3
Yes	4
<b>Could the breach result in damage or injury?</b>	

No	1
Possibly but not certainly	2 - 3
Yes	4

Attachments:

The following attachments form part of and should be read in conjunction with this Addendum:

Addendum J1 – A - Australian Sailing Discretionary Penalty Base Bands (v2.0 201810)

**Addendum J1-A**  
**Discretionary Penalty Base Bands**

<b>Safety</b>		
	Failing to notify the Race Office when staying ashore.	1
	Failing to comply with requirements for reporting retirement (failing to notify, not filling the form, filling the form later than the protest time limit).	1
	Failure to comply with the Class Rule related to wearing or stowing of Life Jackets onboard.	4
	Wearing a clothing or equipment for the purpose of increasing weight.	4
	Not signing in/out.	1
	When non-compliance results in initiation of search and rescue.	4
	Failing to avoid commercial traffic (identified by the OA).	3-4
	Failing to avoid commercial traffic (identified by the Policy, Waterways or Ports Authorities).	4
<b>Berthing/Trailers</b>		
	Boat or trailer not in assigned place but has notified the OA.	1
	Boat failing to promptly notify the OA.	2
<b>Competitor Conduct</b>		
	Failing to comply with a reasonable request by an official.	2-4
	Failing to follow instructions, failing to take proper care of, or interfering with the function of supplied equipment.	1-4
	Failure to comply with rigging or launching warning signals made ashore by the Race Committee.	2-3
<b>Leaving the Shore</b>		
	Failing to comply with an instruction to remain ashore (e.g. AP over H, D flag).	3-4
<b>The Start</b>		
	Failing to avoid the starting area not interfering with a racing boat.	1
	Failing to avoid the starting area and breaking RRS 23.1.	4
<b>Equipment Inspection</b>		
	Failing to comply with instructions – good reason or justification.	1
	Failing to comply with instructions – no good reason or justification.	3
<b>Replacement of Crew or Equipment</b>		
	Failing to comply with instructions – good reason or justification.	1
	Failing to comply with instructions – no good reason or justification.	3
	Replacing crew with non-compliant crew.	4
<b>Identification and Advertising</b>		
	Failing to apply event stickers as supplied by the event OA as required (e.g., advertising, bow or sail numbers, National Flag etc).	2-4
	Applied event stickers, but they failed to stay in place (0% if applied by OA).	1
	Failing to wear bib as required.	1-2
<b>Radio Communication</b>		
	Making or receiving radio or text or cell phone message not available to all boats.	4
<b>Trash Disposal</b>		
	Intentionally putting trash in the water.	4
<b>Positioning Equipment</b>		
	Failing to collect or return equipment as required or sign out/sign in.	1
	Failing to install or comply with installation instructions.	3
	If equipment was installed but its function is interfered with.	4

<b>Class Rules</b>		
	Racing without a current measurement certificate.	4
	Modification of manufacturer supplied and controlled equipment.	4
	Prohibited fairing or refinishing of hull/foil surfaces.	4
	Use of equipment not registered (but certified).	3
	Safety equipment missing or inadequate.	1-4
	Use of prohibited GPS or other electronics.	4
	Use of a sail which has 25% (or greater) of its body replaced without being re-measured and signed by the class measurer.	4
	Use of a mast or boom which has 25% (or greater) of its original weight replaced without being re-measured and signed by the class measurer.	4
	Use of new or used equipment that is non-compliant or uncertified.	4
	Missing or misplaced correctors.	4
<b>Equipment outside measurement tolerances (excluding wear and tear)</b>		
	No possible effect on boat speed.	1
	Possible but not significant effect on performance.	2
	Any significant effect on performance.	2-4
<b>Support Persons</b>		
	Failing to comply with a reasonable request by an official.	2-4
	Failing to follow instructions, failing to take proper care of, or interfering with the function of supplied equipment.	1-4
	Not wearing PFD while engine is turned on.	1-4
	Not signing in/out.	1-2
	Not carrying a VHF radio.	1-2
	Not carrying the required safety equipment.	2-4
	Not carrying equipment required by the NoR/Sl.	1-2
	Failing to observe Code Flag V procedure.	2-4
	Observing boats in danger and failing to render assistance when needed.	2-4
	Support persons on-water - rendering outside assistance, coaching or leading a competitor during a race.	4

**Addendum J1-A is part of Addendum J1 and must be read in conjunction with Addendum J1**