

SAILING INSTRUCTIONS

Australian Micro Magic Class Association Inc - 2009

These Sailing Instructions apply to all events organised by the Australian Micro Magic Class Association Inc., unless any event specific Sailing Instructions are issued for a major event.

Sections shown in italics are explanations of how these sailing instructions have been written to fit within the 'spirit' of Micro Magic racing.

1 RULES

- 1.1 The regatta will be governed by the ISAF Racing Rules of Sailing 2009-2012 (RRS), Appendix E of the RRS, these Sailing Instructions, the Micro Magic International Class Rules and the Heat Management System (HMS 2007).
- 1.2 **MM Racing is fun and all sailors are expected to conduct themselves in a sportsmanlike manner at all times.**
- 1.3 It is every sailor's responsibility to avoid collisions.
- 1.4 Any boat that infringes the rules must do a penalty turn (one tack & one gybe).
However, a minor contact where no boat has been disadvantaged may be ignored if the infringed boat is happy to let both boats continue without calling for a penalty turn.
Racing takes place under the basic principle of sportsmanship. A 'minor contact' is hard to define, but a boat must not be significantly impeded by the unlawful actions of a fellow competitor, so if in doubt please take a penalty turn without being asked. We are aiming for fun, fair and friendly racing.
- 1.5 Appendix A (Parents) of these Sailing Instructions shall apply.
- 1.6 Protests – Appendix A of these Sailing Instructions shall apply. This replaces Part 5 and Appendix E Part 5 of the RRS.
- 1.7 Mark Room (Rule 18).
All references to the 'Zone' shall be taken to be 6 hull lengths (approximately 3 metres).
The MM is only a short boat, but a zone of 6 boat lengths still gives enough time to decide if you have an overlap, or not, and then to take appropriate action to avoid a collision.
- 1.8 A boat's hull or rigging may touch a mark of the course provided that mark has been rounded correctly as described on the course board.
At distance it is easy to see if your boat has gone round the mark on the correct side, but it can be hard to tell if it had a minor contact with the mark. It is easier for competitors and race officials to allow touching marks as it can only slow you down to do so.
- 1.9 Rule E4.4 (Penalties for breaking a rule of Part 2) is changed to read:
Throughout Rule 44 the penalty shall be the One-Turn Penalty (One tack and one gybe).
However, If a boat does not voluntarily take a penalty for breaking a rule of Part 2 and a Parent has to award a penalty, that penalty shall be Two-Turns (two tacks and two gybes). This will be confirmed verbally by the Parent when announcing the penalty. Failure to take a penalty requested by a parent will lead to that boat being disqualified from that race.

2 CLASS RULES

- 2.1 All boats will have to comply to the International Micro Magic One Design Rules (http://www.micromagic.info/MMI_rule.pdf) with the following addition: Reworking the trailing edge of the hull on the MKI hull to provide a clean sharp edge, is permitted as long as there is no significant increase in waterline length +/- 2mm.
- 2.2 Each competitor may only use one keel and rudder during the whole event. Exceptions are allowed in the event of demonstrable damage.
- 2.3 All boats can be subject to checks for compliance to the class rules.
- 2.4 When it is doubtful whether a boat complies with the rules or not, the class Parents can raise a vote among all competitors to decide if a boat can compete or not.

When 2/3 of the fleet votes YES the boat can compete, otherwise it should be modified or withdrawn.
- 2.5 Sail Identification: The MMI class rules shall replace RRS E6.

3 NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board(s) located at the race centre or given verbally at the briefing.

4 CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions shall be either posted on the official notice board, given verbally at the briefing, or at a skippers meeting called by the race officer during the event.

5 SIGNALS MADE ASHORE

All signals are made ashore at the race centre.

6 SCHEDULE OF RACES

Race times and any other relevant information shall be posted on the Aus Micro Magic website with details of entry.

7 CLASS FLAGS

N/A

8 RACING AREAS

The racing area will be notified to competitors at the competitor's briefings.

9 THE COURSES

The course will be shown on the course board at the race centre as required by RRS E 3.2. If this is not possible, it will be verbally described by the Race Officer.

During a heat, shortening of the course shall be signalled by two sound signals followed by verbal confirmation of the new finish line on the leg before the leading boat approaches the shortened fin

10 MARKS

See courses.

11 THE START

11.1 Races will be started by using Rule 26, as amended by Rule E3.5.

11.2 The Race Committee will call for the race and heat number followed by a one or two minutes signal and count down to start.

For multi-fleet events sail numbers for the heat to be sailed will be displayed near the launching area. It is the responsibility of all competitors to start in their assigned heat. Failure to do so will result in that boat being scored DNS and will not be grounds for redress.

12 THE FINISH

12.1 See course board.

13 TIME LIMITS

13.1 Boats failing to finish within 5 minutes after the first boat sails the course and finishes will be scored Did Not Finish (DNS). This changes Rules 35 and A5.

This does not apply to Race 1 where there is no time limit (HMS 2.2).

14 BEHAVIOUR AND ATTITUDE OF COMPETITORS

Protests are not allowed. Any dispute still unresolved after the race finishes will be dealt with by a Parent, in accordance with Appendix A. This replaces RRS Part 5 and E5.

Please resolve all disputes on the water so the event may run as smoothly as possible. Disputes resolved after a race finishes may result in a boat being scored DSQ. Much better to do a quick penalty turn during the race.

15 SCORING

15.1 For multi-fleet events the Heat Management System (HMS 2007) shall apply. A copy will be available at the race office.

15.2 There will be 1 discard for every 5 races sailed.

15.3 Any ties will be resolved in favour of the boat with the most first places. If the tie still exists, the most second places and so on.

16 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See Rule 4, Decision to Race. The organizing authority and any other party involved in the organisation of the regatta will not accept any liability whatsoever for loss, material or personal damage (including but not limited to death, injury, consequential damages etc.) sustained in conjunction with or prior to, during, or after the regatta.

17 INSURANCE

Each entrant shall have valid third-party liability insurance obtained by being a member of an ARYA affiliated club or through the AMMCA Inc

APPENDIX A

THE PARENT SYSTEM FOR MICRO MAGIC RACING

A1 DEFINITIONS

A1 .1 We use the term 'Parent' in place of Judge or Referee.

To a large extent the racing is self-governed, if all competitors respect the rules and take penalty turns as required, the Parent will observe the race in the background and focus on the good conduct of the competitors.

The Principal Race Officer may also act as a Parent and he/she can appoint other Parents, these may also be competitors not sailing in that heat.

A2 AUTHORISED ACTIONS OF A PARENT

A2.1 A Parent may impose a penalty (a two turns penalty) if he observes an incident where a penalty turn was requested but not done, or an incident where no penalty was requested but the Parent considers one is appropriate. He may impose the penalty on either, or both boats involved.

A Parent may impose a further penalty on a boat that infringed a rule and did a penalty but still gained a significant advantage after taking that penalty. In both cases the Parent may call for either a one or two turn penalty.

A2.2 A Parent has the right to disqualify, give redress to, or expel a competitor.

A2.3 A Parent, or a fellow competitor, may inform a boat, at any time, that it has not sailed the correct course.

Under the RRS this would be called 'outside assistance' and not allowed. By allowing this call to be made MMI deem it as 'advice freely available to all competitors' for the sake of these Sailing Instructions.

A2.4 Competitor's complaints can be addressed to a Parent.

A2.5 A Parent's decision is final and cannot be subject to appeal.

A3 PROTESTS

A3.1 Protests are not allowed. This replaces RRS Part 5 and E5.

A3.2 If competitors cannot resolve a dispute during the race, they can take their dispute, with a witness if possible, to a Parent as soon after the race finishes as possible. The Parent will hear from both sides and make a decision, that decision will be final and may result in DSQ, redress, or no penalty being applied.

Above all, MM racing is fun – Please keep it that way!