



**Scow and Lowrider Moth
National Championships 2024**

**SAILING
INSTRUCTIONS**

Sunday 14 - Saturday 20 January 2024

Hosted by:
**Lake Cootharaba
Sailing Club**

Organizing Authority - Lake Cootharaba Sailing Club
In conjunction with International Moth Class Association of Australia

1. PREAMBLE

- 1.1 The objective of the Scow and Lowrider Australia National Championship is to provide a fun, inclusive and sustainable event that encourages participation of all levels within the scow and lowrider community.
- 1.2 Lake Cootharaba Sailing Club is a family oriented, friendly club. Located on a large salt water lake on Queensland's Sunshine Coast, with predominant sea breezes, providing some of the best flat water sailing conditions in the world. The Club is owned and operated by members who over the years have volunteered their time to ensure that it runs smoothly and efficiently. Further information as to the Club is available at <https://lcsc.org.au/>.
- 1.3 Lake Cootharaba Sailing Club is part of a small community in Boreen Point and wish to respect the activities of our neighbours. Please be considerate in parking cars, boats and trailers so that traffic can pass freely and residents' access is not blocked. We offer secure trailer parking at the LCSC storage yard off Teewah Street. Please ask at the Race Office if you wish to store your trailer there.
- 1.4 All times are in Australian Eastern Standard Time (Local Queensland time).
- 1.5 All Scow and Lowrider Moths boats should be registered as sailing with a Australian Sailing affiliated sailing club.
- 1.6 All sailors must be members of the Australian Sailing.
- 1.7 All sailors must be members of the Lowriders Chapter of the International Moth Class Association of Australia.

2. RULES

- 2.1 This regatta will be governed by these Sailing Instructions and the rules as defined in the Racing Rules of Sailing (RRS) 2021 – 2024.
- 2.2 The Class and Championship Rules of the International Moth Class Association will apply except for those altered by these Sailing Instructions.
- 2.3 The notation '[NP]' in a rule of the Sailing Instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted before 0930 on the day it will take effect.

4. COMMUNICATIONS WITH COMPETITORS

- 4.1 Notices to competitors will be posted on the official notice board located Lake Cootharaba Sailing Club adjacent to the club stairs.
- 4.2 The race office is located at Lake Cootharaba Sailing Club. Lake Cootharaba Sailing Club is located at 24 Boreen Parade, Boreen Point. The race office can be contacted through todd@metromoney.com.au or on 0411 220 601.
- 4.3 From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

5. CODE OF CONDUCT

- 5.1 Competitors and support persons shall handle any equipment and/or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

6. SIGNALS MADE ASHORE

- 6.1 Signals made ashore will be displayed on the flagpole on the northern end of the clubhouse.
- 6.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in Race Signals AP.

7. BRIEFING

- 7.1 A briefing will be conducted prior to the first championship race. A notice will be posted on the official notice board for any additional briefing prior to 9:30 am on the day of the briefing.
- 7.2 A boat which has been granted approval to carry a sail number other than specified on its entry form, shall inform the race committee to ensure results are correctly posted.

8. SCHEDULE OF RACES

- 8.1 The Scow and Lowrider Moth National Championships 2024 shall consist of up to ten (10) races sailed over the period Sunday January 14th 2024 to Saturday January 20th 2024. The Invitation Race is an additional race and does not count towards the Championship.
- 8.2 All sailors are to register at the Lake Cootharaba Sailing Club. Registration hours are from 1400 hours Saturday 13th January 2024. Registration is to be completed prior to the participation in the regatta.
- 8.3 All races on a day may be sailed on a back to back basis.
- 8.4 The schedule for the Scow and Lowrider Moth National Championships 2024 is as follows:

Date	Activity	Racing Sessions	Scheduled Time of Warning Signal – First Race of the Day	Comments
Sat 13th January	Registration	N/A	N/A	Registration from 1400
Sun 14th January	Registration	N/A	N/A	Registration from 1000
	Invitation Race	Yes	14:00	
	Welcome BBQ*	N/A	N/A	At LCSC
Mon 15th January	Championship races	Yes	13:00	
Tues 16th January	Championship races	Yes	13:00	
Wed 17th January	Reserve Day for additional Championship Races.	To be confirmed	13:00 (if required)	Subject to number of races completed during Day 1/Day 2
Thurs 18th January	Championship races	Yes	13:00	
Fri 19th January	Championship races	Yes	13:00	
Sat 20th January	Championship races	Yes	12:00	No start after 1500
	Prizegiving	N/A		From 1800 (TBC) ; Location TBC

- 8.5 It is intention of the Race Committees intention is run up to three (3) races per day, however, additional races may be conducted to meet regatta targets.

9. CLASS FLAG

9.1 The Class flag is a Moth Scow and Lowrider roundel on a white background.

10. RACING AREA

10.1 The map of Lake Cootharaba below is indicative of the area to be used for racing.



11. COURSES

11.1 The diagram(s) below show(s) the course(s), including the approximate angles between legs, the order in which marks are to be passed, and the side on which each mark is to be left.

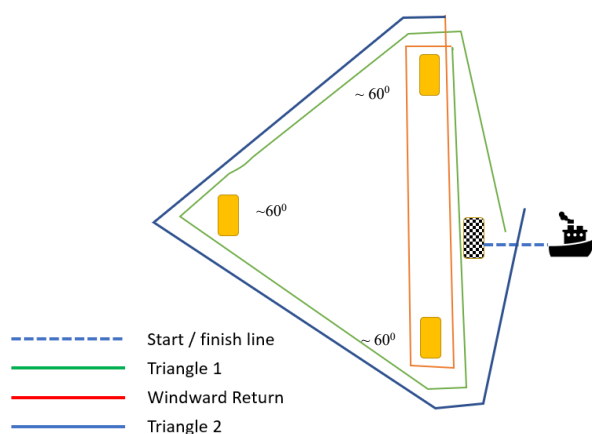
11.2 No later than the Warning Signal, the Race Committee signal vessel will signal the course to be sailed by signal of the appropriate Numeral Pennant and may display the approximate compass bearing of the first leg.

11.3 Courses will consist of:

OPTION 1		
Leg	Description	Comment
Start	Windward start	Located between Leeward and Windward Mark
Triangle 1	From start to a windward mark, a reach to a gybe mark, a reach to a leeward mark	Triangle to be set as close as possible to equilateral (~60°)
Windward return	From leeward mark to windward mark and return to leeward mark	
Triangle 2	From leeward mark to a windward mark, a reach to a gybe mark, a reach to a leeward mark	Triangle to be set as close as possible to equilateral (~60°)
Finish	Windward finish	Located between Leeward and Windward Mark in vicinity of start line

OPTION 2 (alternate)		
Leg	Description	Comment
Start	Windward start	Located between Leeward and Windward Mark
Triangle 1	From start to a windward mark, a reach to a gybe mark, a reach to a leeward mark	Triangle to be set as close as possible to equilateral (~60°)
Windward return	From leeward mark to windward mark and return to leeward mark	
Finish	Windward finish	Located between Leeward and Windward Mark in vicinity of start line

11.4 The course outline map is as per below (note Triangle 2 is only sailed for Option A):



11.5 All marks will be set as port roundings.

12. MARKS

12.1 Rounding marks will be yellow inflatable buoys.

12.2 Finish and / or start marks will be a red and white chequered mark .

12.3 The start/finish boat is a mark of the course and the buoy attached to the stern of the boat is a part of it.

13. OBSTRUCTIONS

13.1 The start/finish line is an obstruction except when starting or finishing. Boats crossing this line incorrectly may be scored DSQ without hearing. This changes RRS 62.1(a)

14. THE START

14.1 The start line will be between a staff displaying an orange flag on the start boat at the starboard end and the red and white chequered mark at the port end.

14.2 A boat that does not start within ten (10) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

15. THE FINISH

15.1 The finish line will be between a staff displaying a blue flag on the Race Committee boat at the port end and the red and white chequered mark at the starboard end.

16. PENALTY SYSTEM

- 16.1 RRS rule 44.1 is changed so that the Two-Turns Penalty is replaced by a 360°-Turn Penalty, including one gybe and one tack.
- 16.2 The Scoring Penalty, RRS 44.3, does not apply.

17. TIME LIMITS AND TARGET TIMES

- 17.1 The Target Time for all races is 50 to 60 minutes.
- 17.2 The Mark 1 Time Limit, Race Time Limit (see RRS 35), and the Finishing Window are shown in the table below.

Mark 1 Time Limit	Race Time Limit	Finishing Window
30 minutes	90 minutes	30 minutes

- 17.3 If no boat has passed the first mark within the Mark 1 Time Limit, the race is abandoned.
- 17.4 The Finishing Window is the time for boats to finish after the first boat sails the course and finishes. Boats failing to finish within the Finishing Window, and not subsequently retiring, penalized or given redress, will be scored Time Limit Expired (TLE) without a hearing. A boat scored Time Limit Expired (TLE) shall be scored points for the finishing place one(1) more than the points scored by the last boat that finished within the Finishing Window. This changes RRS 35, A5.1, A5.2 and A10.
- 17.5 Failure to meet the Target Time will not be grounds for redress. This changes RRS 62.1(a).

18. HEARING REQUESTS

- 18.1 Hearing request forms are available from the race office. Protests shall be delivered there within the protest time limit.
- 18.2 The protest time limit is 60 minutes after the last boat has finished the last race of the day. The same time limit applies to protests by the Race Committee and to requests for redress. This changes RRS 61.3 and 62.2.
- 18.3 Notices will be posted no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or named as witnesses. Hearings will be held in the protest room, located at Lake Cootharaba Sailing Club, beginning at the time posted.
- 18.4 Arbitration as prescribed in Appendix T of the RRS will be available and scoring penalties may be applied as prescribed in RRS 41.3.

19. SCORING

- 19.1 Six (6) races are required to be completed to constitute a series.
- 19.2 A boat's series score will be the total of all her races excluding:
- 19.3 When four (4) or fewer races or have been completed, a boat's series score is the total of her race scores.
- 19.4 When from five (5) to seven (7) races are completed, a boat's series score is the total of her race scores excluding her worst score.
- 19.5 When greater than seven (7) races are completed, a boat's series score is the total of her race scores excluding her two worst scores.
- 19.6 Yardsticks for the various designs and different configurations will be determined using the Modified Stevenson System (as developed by Philip Stevenson). Participation in Yardstick scoring will be subject to the correct provision of information in the entry form. Further details are provided in Schedule 1 attached to these SI.
- 19.7 A Handicap Point Scoring method will be used to determine handicap results. An outline of the Handicap Point Scoring methodology is provided Schedule 2 attached to these SI..
- 19.8 Rule A5.3 applies.

20. REPLACEMENT OF CREW

20.1 The helmsperson named on the boat entry form shall be the same for all races.

21. EQUIPMENT AND MEASUREMENT CHECKS

- 21.1 A boat or equipment may be inspected at any time for compliance with the class rules, notice of race and sailing instructions.
- 21.2 Boats may be required to display bow numbers and advertising chosen and supplied by the Organising Authority.
- 21.3 The Race Committee will reserve the right to request a valid measurement certificate or do a cross check on the measurement of hulls, equipment and sails at anytime during the regatta.
- 21.4 Competitors shall not change rudders, dagger boards or other foils while afloat. Any change of rig or foils shall be made ashore at the regatta venue.
- 21.5 Equipment can be replaced on gear breakage only with permission from the Race Committee.
- 21.6 A boat can seek to be granted approval from the Race Committee to carry a sail number other than specified on its entry form. (Note also 7.3)
- 21.7 The Race Committee will reserve the right to withhold any broken equipment that has been replaced for the remainder of the regatta.
- 21.8 Boats found to exceed the equipment limitations will be scored, at the discretion of the Race Committee, a Ten (10) place or higher penalty for any races completed using equipment in violation of the rule.

22. OFFICIAL VESSELS

22.1 Official vessels will be identified [at additional briefing](#).

23. COACH OR SUPPORT TEAMS

- 23.1 Coach or support teams, including all support persons and support person vessels, shall comply with the support team regulations.
- 23.2 Team leaders, coaches and other support persons shall stay outside areas where boats are racing from the time of the preparatory signal for the first start until all boats have finished or retired or the Race Committee signals a postponement, general recall or abandonment.
- 23.3 Coach or support boats will be required to be registered with the Race Office and be marked with identifying flags issued by the Race Office. Boats may be required to display identifying flags at all times while they are acting as a coach or support boat. Registration and any required flags will be available before the commencement of the regatta.
- 23.4 Drivers may be required to attend a briefing/s.
- 23.5 Drivers shall hold a powerboat license from an Australian State Authority.
- 23.6 All registered coach and support boats will carry on board and operate while on the water at least one VHF radio capable of transmitting and receiving on VHF Channels and agree to assist the Race Committee if directed to do so.
- 23.7 Competitors shall not be tied or raft to a support boat from the first warning signal (or any other time the OA considers appropriate) of the day until racing has been concluded for the day. Between races, coach and support boats shall not transfer equipment to or from their supported boats, except for food and refreshments or unless in a medical or emergency requirement threatening the health of the skipper or the flotation of the boat.
- 23.8 Additional specific coach and support boat instructions may be provided via a briefing from the Race Officer / Race Committee.

24. PRIZES

- 24.1 Only Australian resident members will be eligible for prizes.
- 24.2 Prizes may be awarded for each of the following divisions:
- (a) First placed Australian 2023 Scow and Lowrider Moth Scratch Champion “National Champion”
 - (b) First placed Australian - 2023 Scow and Lowrider Moth Yardstick Champion
 - (c) First placed Australian – 2023 Scow and Lowrider Moth Handicap Champion
 - (d) First Australian 2023 Scow and Lowrider Moth Female
 - (e) First Australian Junior (aged 21 years of age or younger, based on age as at the 31st December 2023)
 - (f) First Australian Grand Master (aged 60 - 64 years of age based on age as at the 31st December 2023)
 - (g) First Australian Great Grand Master (aged 65 - 69 years of age, based on age as at the 31st December 2023)
 - (h) Ancient Mariner (aged 70 years of age or older, based on age as at the 31st December 2023)
 - (i) State Team Championship based upon the performance of the top three (3) boats from a state or territory.
- 24.3 The ‘National Championship’ will be based upon scratch results.
- 24.4 Yardstick prizes will be calculated through the ‘Modified Stevenson Yardstick’, based upon hull and sail design and construction parameters (Schedule 1). All sailors eligible for the yardstick prize(s) will need to have supplied the required boat parameters.
- 24.5 Handicap prizes may be calculated based upon a progressive handicapping system (Schedule 2).
- 24.6 Further prizes may be awarded at the discretion of the Organising Authority.

25. SUSTAINABILITY

- 25.1 Competitors are encouraged to limit the use of single use water bottles with refill facilities on club grounds.
- 25.2 Support boats will be able to supply and retrieve water bottles, and general refuse from competitors between races.
- 25.3 Competitors caught deliberately disposing waste into the water may be subject to disqualification.
- 25.4 All competitors are expected to dispose of any refuse appropriately at the venue.

26. RISK STATEMENT

- 26.1 All those participating in this regatta do so entirely at their own risk and responsibility. Lake Cootharaba Sailing Club and the International Moth Class of Australia will not accept any liability for material damage or personal injury, or death sustained in conjunction with or prior to, during, or after the Scow and Lowrider Moth National Championships 2024.
- 26.2 RRS 3 states: ‘The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.’ By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

27. INSURANCE

- 27.1 Each participating boat shall present a valid insurance certificate showing proof of third party liability coverage of at least \$10,000,000.

28. FURTHER INFORMATION

- 28.1 For further information as to the regatta, please refer to the Lake Cootharaba Sailing Club webpage <https://lsc.org.au/>, the International Moth Class of Australia webpage. <https://www.moth.asn.au/> or the *Scow Moth and Lowriders Australia* Facebook pag

Schedule 1: Modified Stevenson System (MSS)

- A.1.1. The MSS is a modified Yardstick method to provide a level of competition between lowrider moths of various vintages, designs and configurations.
- A.1.2. The MSS is determined by varying the prescribed Yardstick for each boat based upon parameters that were provided as part of the boat registration. The Organising Authority has the right to confirm the parameters provided.
- A.1.3. The MSS is determined by varying the prescribed Yardstick of 103 for each boat based upon the addition of the points as per the following parameters:

Hull WL Beam		Hull Material		Wing Material		Mast Material		Sail Material		Hull Age	
Under 500mm	0	Carbon	0	Carbon	0	Carbon	0	Mylar	0	0 – 5 years	0
500 to 1000mm	2	Glass / hybrid	2	Alloy	3	Alloy	2	Dacron	2	6 – 15 years	2
Over 500mm	7	All Timber	6	Wood	5	Wood	4			16 – 25 years	3
				No wings	7					26 – 40 years	4
										>40 years	5

- A.1.4. Points allocated for MSS (Yardstick) Places will be as per Section 20 Scoring.
- A.1.5. Examples
 - a. Mcfrawd scow hull, carbon construction, alloy wings, carbon mast with a mylar sail , built in last 12 months:
 $103 + 7 + 0 + 3 + 0 + 0 + 0 = 113$
 - b. Imperium, timber hull, no wings, allow mast, Dacron sail, over 40 years old
 $103 + 7 + 8 + 7 + 4 + 2 + 5 = 136$

Schedule 2: Handicap Point Scoring

- A.2.1. The Handicap Point scoring has been introduced to meet the objective of a fun, inclusive and sustainable event that encourages participation of all levels within the scow and lowrider community.
- A.2.2. The Handicap Point Scoring will be at the discretion of the Organising Authority.
- A.2.3. The Handicap Point Scoring methodology will be based upon:
 - a. Initial baseline as set by the Organising Authority; and
 - b. Adjustments following each race based upon a boats performance; and
 - c. Recalibration by the Organising Authority at its' discretion to correct any significant inconsistencies/discrepancies.
- A.2.4. The Handicap Point Scoring methodology is scored independently of the MSS results.
- A.2.5. Points allocated for Handicap Places will be as per Section 20 Scoring.
- A.2.6. Adjustments following each race based upon a boats performance will be made in accordance with the following table:

Handicap Place	Adjustment (1) to Baseline for following race(s)	Adjustment (2) Organising Authorities Recailbration
First	Reduction of six(6) 'points' from Baseline	As per the Organising Authorities Discretion
Second	Reduction of five(5) 'points' from Baseline	
Third	Reduction of four(4) 'points' from Baseline	
Fourth	Reduction of three(3) 'points' from Baseline	
Fifth	Reduction of two(2) 'points' from Baseline	
Sixth	Reduction of one(1) 'point' from M Baseline SS	
Remaining Fleet	Nil	