

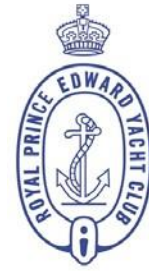


# Royal Prince Edward Yacht Club

## SAILING INSTRUCTIONS

### Thistle Cup 2018

(Amendment 1 - 19<sup>th</sup> October 2018)



**26 October 2018**

**The Organising Authority is the Royal Prince Edward Yacht Club (RPEYC).**

#### 1. RULES

- 1.1. The regatta will be governed by the current World Sailing (WS) Racing Rules of Sailing (RRS) except as amended herein, the Prescriptions and Special Regulations of Australian Sailing (AS) for Racing Boats, the Boating (Safety Equipment) Regulations of NSW, the Notice of Race, and these Sailing Instructions (SI).
- 1.2. All boats shall have a current valid AS Special Regulations Category 7 Equipment Audit Form. Random equipment audits may be made throughout the series. Any boat failing to comply with equipment regulations may be subject to protest by the Race Committee.
- 1.3. All boats must carry an operating marine band VHF radio capable of receiving normal international channels. The radio must be switched on at all times while racing and tuned to the correct Race Committee frequency (Channel 73).
- 1.4. In the event of conflict between any of the rules or regulations, other than RRS, the Sailing Instructions will prevail.
- 1.5. Penalty Turns - Rules 44.1 and 44.2 are changed so that only a part- turn is required.
  - 1.5.1. On a leg to a windward mark, a part-turn is a gybe and luffing to a close-hauled course as soon as reasonably possible.
  - 1.5.2. On other legs a part-turn is a tack and bearing away as soon as reasonably possible to more than 90 degrees from the true wind.

#### 2. NOTICES TO COMPETITORS

- 2.1. Notices to competitors will be posted on the Official Notice Board at RPEYC. Notices may also be available to competitors on the RPEYC website.
- 2.2. The List of Entries may be published on the RPEYC Official Notice Board and website.
- 2.3. The Race Committee may broadcast race information before and during the race. Any such communication shall not be deemed as outside assistance. This changes RRS 41.

#### 3. CHANGES TO THE SCHEDULE AND SAILING INSTRUCTIONS

- 3.1. The Organising Authority reserves the right to alter these Sailing Instructions and the schedule of events should it be deemed necessary. Changes will be available to all entrants as per SI 2.1.

3.2. Any change to the Sailing Instructions will be posted by 1000 hrs on the day prior to the race. Any changes after that time will be notified at the briefing.

#### 4. SIGNALS MADE ASHORE

- 4.1. Signals made ashore will be displayed from the RPEYC flagmast.
- 4.2. When AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in the race signal AP.

#### 5. SCHEDULE OF RACES

- 5.1. A mandatory skippers safety briefing will be held at 1015 on 26<sup>th</sup> October at the RPEYC. The Race Officer will provide a time check at the briefing.
- 5.2. Racing for the 2018 "Thistle Cup" is scheduled to begin on Friday, 26<sup>th</sup> October 2018. The scheduled time of the warning signal, unless notified otherwise, will be 1125 hours. Two races shall be conducted. The second race shall start as soon as practicable after the last boat has finished in the first race.
- 5.3. Races abandoned will not be resailed.

#### 6. RACING AREA

Racing will be on the waters of Port Jackson (Sydney Harbour) as illustrated by the **Chartlet: Sydney Harbour Marks and Buoys** in these Sailing Instructions, **Attachment A**.

#### 7. COURSES

- 7.1. Boats are to proceed to all marks named in the course in the order shown and are to be rounded to starboard. Mark locations are indicated in **Attachment A**.
- 7.2. The course to be sailed will be signalled with or before the warning signal and indicated by the appropriate numeral pennant.
- 7.3. Any Course may be shortened in accordance with RRS 32.
- 7.4. Course Descriptions:

Course 1	Course 2	Course 3
Start vicinity of Point Piper	Start vicinity NE Shark Island	Start vicinity of Point Piper
NP AS Buoy Nielsen Park SM AS Buoy Shark Island PP AS Buoy Point Piper Shark Island Light House North SM AS Buoy Shark Island PP AS Buoy Point Piper NP AS Buoy Nielsen Park	RB AS Buoy Rose Bay PP AS Buoy Point Piper CB AS Buoy Chowder Bay SM AS Buoy Shark Island CB AS Buoy Chowder Bay	N2 Naval Mark #2 N3 Naval Mark #3 NP AS Buoy Nielsen Park N3 Naval Mark #3
Finish vicinity of Point Piper	Finish vicinity of NE Shark Is	Finish vicinity of Point Piper
Length approximately 4.7 nm	Length approximately 5.0 nm	Length approximately 4.5 nm

## 8. ROUNDING MARKS AND BUOYS

### 8.1. Mark Descriptions

**CB** - Chowder Bay Mark - AS Buoy off the southern shore of Chowder Bay.

**N2** - Naval Buoy No.2 – Approximately 250m NW of Clarke Island.

**N3** - Naval Buoy No. 3 – Approximately 200m North of Clarke Island.

**NP** – Neilsen Park Mark -AS Buoy approximately 100m south west off red navigation pile off Neilsen Park.

**PP** – Point Piper Mark - AS Buoy north of Point Piper.

**SM** – Shark Island Mark - AS Buoy approximately 50 metres south of the South Cardinal mark at Shark Island, passing Shark Island to starboard.

**RB** – Rose Bay Mark – AS Buoy approximately 200m off the eastern shore of Rose Bay, in front of the convent.

8.2. AS Buoys referred to in these instructions may be a yellow spherical, cylindrical or spar shape buoys and may be replaced with a different mark without warning.

8.3. Offset marks located approximately 30 metres from the listed mark may be used. Offset marks will be red inflatable marks with RPEYC lettering. Advice on where offset marks will be used will be provided at the mandatory safety briefing (refer to paragraph 5.1).

## 9. AREAS THAT ARE OBSTRUCTIONS

9.1. The following areas are designated as obstructions:

9.2. **Cardinal Marks** – boats shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions.

9.3. **Moorings** – boats shall not sail within mooring areas. These areas are prohibited and deemed to be continuing obstructions. Naval and shipping moorings are excluded from this clause.

9.4. **Shark Island** – boats shall not sail between the AS Shark Island Mark (SM) and the cardinal mark south of Shark Island in either direction. This area is prohibited and deemed to be a continuing obstruction.

9.5. **Garden Island and Chowder Bay** – boats shall not sail within the yellow markers in the vicinity of Garden Island or near the naval wharf in Chowder Bay. These areas are prohibited and deemed to be continuing obstructions.

## 10. THE START

10.1. The Starting Line will be between the staff displaying an Orange Flag on the port side of the Committee Vessel and a black and white chequered inflatable mark.

10.2. Races will be started by using rule 26 with the Warning Signal made 5 minutes before the starting signal. The Class flag will be code flag C.

10.3. If any part of a boat's hull, crew or equipment is on the course side of the starting line at the starting signal and she is identified, the race committee will attempt to broadcast her sail number on VHF channel 73. Failure to make a broadcast will not be grounds for a request for redress. This changes RRS 62.1(a).

10.4. A boat that does not start within 5 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4 and A5.

10.5. If Flag Y is displayed before or with the Warning Signal then the wearing of personal flotation devices by the skipper and crew is required.

## 11. CHANGES TO THE COURSE

11.1. **Shortening Course** - The course may be shortened at any mark in accordance with RRS 32.

11.2. **Abandonment** - In the event of abandonment, an announcement will be made on VHF Channel 73. The safety boat will also stand by and proceed on water to notify any boat that does not respond to the abandonment message

## 12. THE FINISH

The Finish Line will be between the staff displaying the Orange flag on the Port side of the Committee vessel and a black and white chequered inflatable mark.

## 13. RETIREMENT

Boats that retire from the race shall contact the race committee on VHF 73 or phone 9327 3149 within the race time limit. Boats failing to do so may be scored DNC. Changes RRS 63.1 & A5.

## 14. TIME LIMIT

The time limit for each race is 90 minutes. Any boat not finished by the time limit will be scored Did Not Finish (DNF) (changes RRS 35).

## 15. HANDICAPS

15.1. The Race Committee, or their nominee, will determine a handicap for each boat. A boat's handicap will not be subject to protest or dispute (changes RRS 60.1 and 62.1(a)).

15.2. Any changes to a boat's hull, engine, propeller, trim, spars, sail area or significant changes to on-board skill level shall be notified in writing to reach the RPEYC office not later than 1500 hours on the Thursday prior to the race. This may result in a change of handicap and a boat failing to comply may be subject to action by the Race Committee in accordance with RRS 60.2.

## 16. PROTESTS AND REQUESTS FOR REDRESS

16.1. Protests are to be lodged in accordance with RRS 61 as amended by 16.2 below.

16.2. Protests should be lodged on the Protest Form available from the club website or office. All protests shall be lodged with the Race Officer within one hour of the completion of the final race.

16.3. Protests will be heard at the RPEYC clubhouse as soon as possible after the final race. The hearing time will be advised to the parties involved.

16.4. Requests for Redress shall be in accordance with RRS 62.

## 17. SCORING

- 17.1. The Low Point Scoring System Appendix A of RRS will apply.
- 17.2. Boats which start and are recorded as Retired (RET) or Did Not Finish (DNF) shall be awarded points equal to the number of pointscore finishers in the race plus one point. Changes RRS A4.2.
- 17.3. A minimum of one race shall be held.

## 18. COMMUNICATIONS

- 18.1. The Race Committee Frequency is **VHF channel 73**.
- 18.2. No other transmissions are permitted by competing boats during each race from the first warning signal until the end of the race except in an emergency.
- 18.3. The Race Committee may use the radio (VHF Channel 73) to advise competitors of race information.

## 19. PRIZES

- 19.1. Prizes will be presented to all eligible place getters in the RPEYC Clubhouse at the conclusion of racing for the day.
- 19.2. The RPEYC "Thistle Cup" perpetual trophy will be awarded to the winner of the handicap point score over the two races comprising the regatta on Friday 26<sup>th</sup> October 2018.
- 19.3. Prizes will also be awarded to the scratch point score winner and handicap point score placegetters for the two races comprising the regatta.
- 19.4. In addition, a perpetual trophy will be awarded to the winner of the New South Wales Couta Boat Championships which includes the four races over the weekend of Friday 26<sup>th</sup> October to Sunday 28<sup>th</sup> October 2018, namely: two "Thistle Cup" races, the SASC "Muriel Trophy" race, and the RPEYC Sunday Series (Couta Division) race. The winner of the New South Wales Couta Boat Championships will be calculated on the total handicap point scores for the four races and must start in all races conducted.

## 20. SPECIAL CONDITIONS

- 20.1. No boat will be allowed to start unless there is a minimum of three (3) persons on board. Each boat shall have a competent adult crew member to leeward on watch at all times while racing.
- 20.2. A boat shall sail under the sail number advised on its entry form and shall display identical sail numbers on its sails. Permission to carry any sail displaying a different number must be obtained from the RPEYC prior to the start of the race.

## 21. RESPONSIBILITIES

21.1. **Risk Warning** - The Organising Authority advises owners, competitors and anyone who participates in sailing events conducted by the Organising Authority that participation in the sport of sailing, whether racing or otherwise, can be dangerous and can result in harm, personal injury and property damage. The Organising Authority is not responsible for any harm or injury suffered by any person in any sailing event of whatever nature conducted by the Organising Authority. All participants acknowledge that competing in sailing events may be dangerous and may result in harm or personal injury and they participate in such events aware of such dangers and voluntarily accept any risk of harm

### 21.2. Disclaimer of Liability

- a) All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4 which states; "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The organising authority, sponsors, respective class associations, the Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore.
- b) The organising authority, sponsors, respective class associations, the Race Committee and other race officials are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- c) All those taking part in these races are reminded of their obligations as set out in the Australian Sailing Special Regulations, clause 1.02 Responsibility of Person in Charge.
- d) The attention of all Competitors is drawn to the Competitor's Declaration as detailed in the Notice of Race clause 15.3.
- e) The attention of all Competitors is drawn to the NSW Roads & Maritime Services Requirements in Case of Accident, Policy for Handling Incidents Occurring Under Aquatic Licences, Yacht Person's Brief – Be Safe and **Attachment B** – Shipping Clearances as set out hereunder.

## 22. INSURANCE

All boats shall have adequate current Third Party Property Liability Insurance cover and Third Party Personal Liability Insurance cover of not less than \$10,000,000 (ten million) for each separate incident. All insurance cover shall be maintained during the period of racing.

## 23. FURTHER INFORMATION

For further information, please contact the RPEYC Office on (02) 9363 5809 or email [secretary@rpeyc.com.au](mailto:secretary@rpeyc.com.au).

**24. NSW RMS REQUIREMENTS IN CASE OF ACCIDENT**

**(MARINE SAFETY ACT 1998 - PART 8, DIVISION 2, SECTION 98)**

**Requirements of masters in case of accident involving vessels**

- 24.1. The master of a vessel involved in a marine accident involving 2 or more vessels or the death of or injury to any person:
  - a) must stop the vessel, and
  - b) must give any necessary assistance that the master is able to give to any person injured or vessel damaged in the accident.
- 24.2. The master of a vessel involved in a marine accident, if required to do so by any person having reasonable grounds for so requiring:
  - a) must produce any marine safety licence required under this Act to be held by the master, and
  - b) must give particulars of his or her name and place of residence, the name and address of the owner of the vessel, the name of the vessel and any distinguishing number that is, or is required to be, displayed on the vessel by law.
- 24.3. The master of a vessel involved in a marine accident, if required so to do by any authorised officer, must give such particulars of the marine accident as the officer requires and the master is able to give.

**25. POLICY FOR HANDLING INCIDENTS OCCURRING UNDER AQUATIC LICENCES**

- 25.1. NSW RMS requires the organising Club to investigate incidents between vessels racing in licensed events on the basis of the applicable rules under which the vessels were competing or racing.
- 25.2. The Marine Legislation will always prevail where racing and non- racing vessels interact and when vessels are racing under different governing body regulations.
- 25.3. The Organiser (Club) of an approved aquatic activity must report all incidents involving a fatality, serious injury and/or significant damage where such is considered significant having regard to the types of vessels involved, to NSW RMS within 48 hours of occurrence. The Organiser must then report, in writing, the results of findings of an inquiry to NSW RMS within 28 days of the incident.
- 25.4. Competitors are required to notify the RPEYC of any contact incident (with another boat or obstruction) occurring during racing, whether or not it results in a race protest or a report to NSW RMS.
- 25.5. NSW RMS reserves the right to investigate any Marine incident at any time and will ALWAYS investigate when there is an apparent significant disregard of the Marine Legislation.

Note: "Serious injury" is defined as requiring hospitalisation other than for treatment of minor injury or for observation only.

"Significant damage" is determined having regard to the types of vessels involved and would generally be in excess of a \$ value which is appropriate to the overall value of the vessel (e.g. \$500.00 quantum could be appropriate for small boats but is insignificant for a "Maxi"), or in excess of \$5,000.00 in all cases.

## 26. NSW RMS YACHT PERSON'S BRIEF – BE SAFE

26.1. Observe NSW Marine Safety Regulations and in particular:

- a) Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution that may be required by the ordinary practice of seamen, or by the special circumstances of the case.
- b) In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger.
- c) What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.
- d) Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary (after hearing 5 short blasts) give priority to the ferry. Pass the ferry at least 200m ahead and 30m on either side and astern, (refer to Attachment B).
- e) Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun ensure you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400m from the bows of very large ships.
- f) When not racing keep at least 200m clear of any ferries displaying the Orange Diamond.

26.2. Shipping Sound Signal meanings:

One short blast – I am altering course to starboard.

Two short blasts – I am altering course to port.

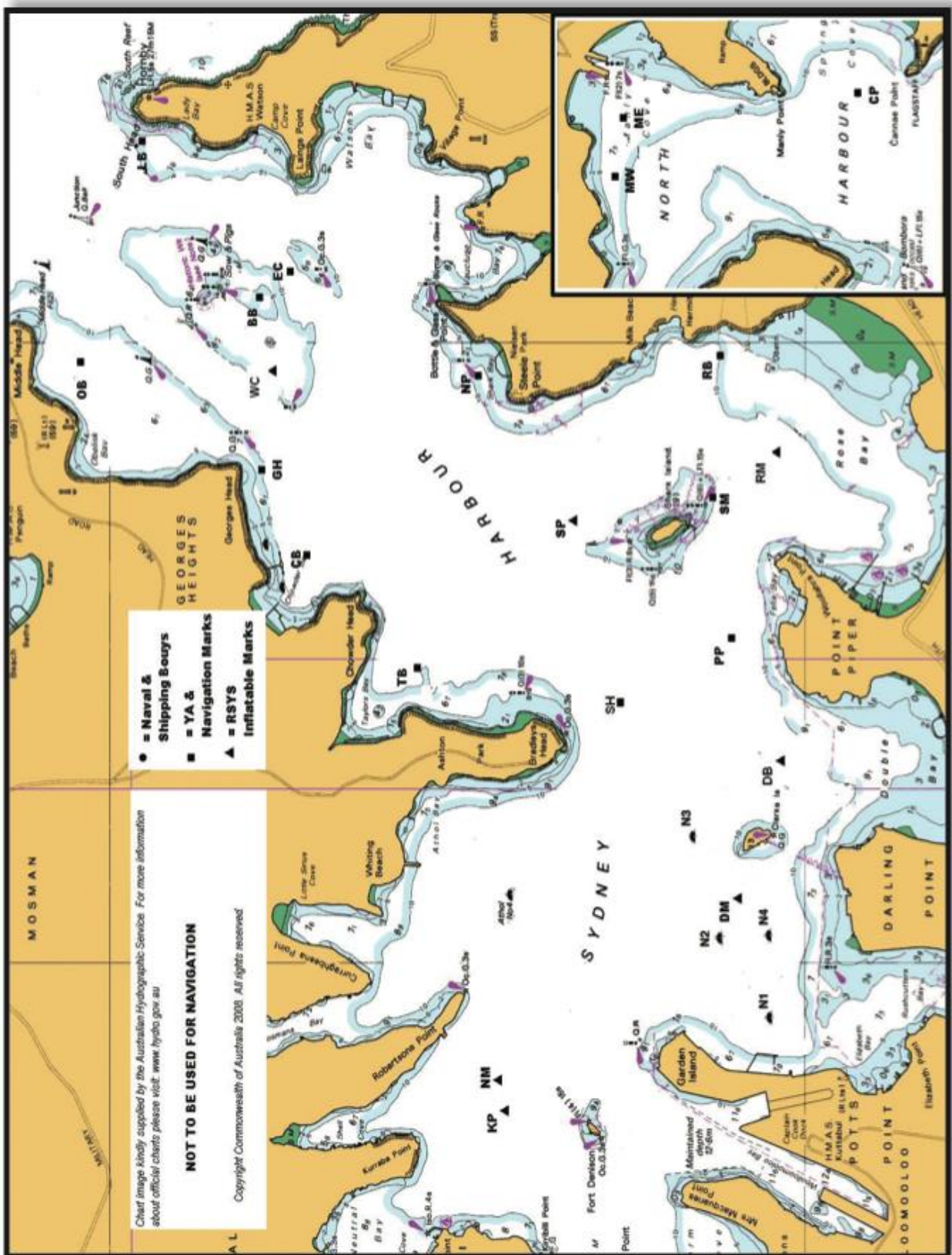
Three short blasts – I am operating engines astern (stopping).

Five (or more) short blasts – I'm unsure of your intentions and I doubt whether you are taking enough action to avoid a collision.

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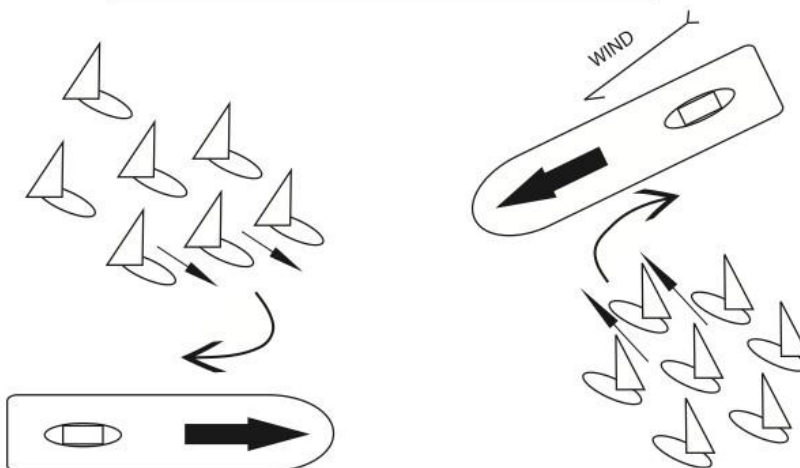
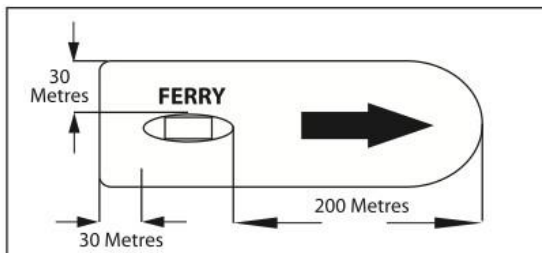
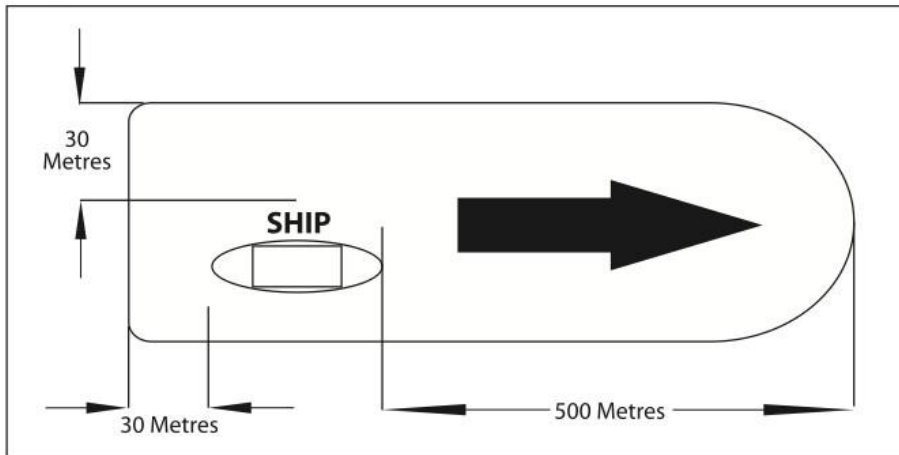
# ATTACHMENT A - Sydney Harbour Chartlet



## ATTACHMENT B – Shipping Clearances

- All competitors **must** maintain a minimum distance of **500m** from the bow of any ship<sup>1</sup> and **200m** from the bow of any ferry<sup>2</sup> and no less than 30m from the sides/stern of any ship or ferry underway.

- 1 Oil tankers & Seagoing Cruise Ships
- 2 Other seagoing commercial vessel or Ferry operating in accordance with an approved timetable.



### SHIP & FERRY ACTIVATED EXCLUSION ZONE