



ROYAL PRINCE EDWARD YACHT CLUB SAILING INSTRUCTIONS



WOMEN ON WATER PURSUIT RACE Sunday 29th November 2020

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

1. RULES

- 1.1. The races will be governed by the World Sailing (WS) Racing Rules of Sailing for 2017-2020 (RRS) except as amended herein, the Prescriptions and Special Regulations of Australian Sailing (AS), these Sailing Instructions and the Notice of Race.
- 1.2. RRS 44.1 and 44.2 are amended so that the penalty for breaking a rule of Part 2 shall be a One Turn Penalty (one tack and one gybe in the same direction). Infringements in the Zone as defined in the RRS shall be a Two Turn Penalty (two tacks and two gybes in the same direction). This changes RRS 44.1 and 44.2.
- 1.3. All boats shall have a current valid AS Special Regulations Part 1 Category 7 Equipment Audit Form.
- 1.4. VHF channel 73 shall be used as the race communications channel. All boats must carry an operating marine band VHF radio for safety purposes and Race Committee communication. The radio must be switched on at all times and tuned to the correct Race Committee frequency while racing.
- 1.5. From five (5) minutes before a boat's start time until it finishes, a lady shall helm the boat. If a male owner or owner's representative is obliged to intervene, solely to avoid a collision, the boat must fly a protest flag at the first reasonable opportunity and report details to the Race Committee for their consideration.
- 1.6. Due to the handicap start, a boat may use prohibited propulsion until 5 minutes prior to its starting time. A boat that uses prohibited propulsion after this time to arrive at the start line shall carry out a minimum 360-degree turn, keeping clear of all other boats, after ceasing to use such propulsion and before starting (Changes Rule 42.1).
- 1.7. It is the responsibility of owners and skippers to ensure that they have read, understood and comply with the Club's COVID-19 protocols including but not limited to hygiene, distancing and crew recording and tracing requirements.
- 1.8. In the event of conflict between any of the rules or regulations, other than RRS, the Sailing Instructions will prevail.

2. NOTICES TO COMPETITORS AND SKIPPERS' BRIEFING

- 2.1. Notices to competitors will be posted on the official notice board of the RPEYC. Notices may also be available to competitors on the Club's website and may be emailed to competitors.
- 2.2. The List of Entries and handicaps will be placed on the RPEYC website and Notice Board no later than two (2) hours before the start of the event and may be emailed to all competitors who supply the RPEYC with an email address on their entry form.
- 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.
- 2.4. A mandatory skippers' briefing will **not** be conducted on the lawn in front of the RPEYC. All

skippers must have already attended a safety briefing held by a sailing club located on Sydney Harbour or read and understood a copy of the RMS skippers briefing available from RPEYC.

3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 The Organising Authority reserves the right to alter these Sailing Instructions and Schedule of Events should it be deemed necessary. Changes will be available to all entrants as per 2
- 3.2 Any change to the Sailing Instructions and/or Schedule of Events will be posted on the official noticeboard before 1000 hours on the day before they will take effect. Any changes after that time will be notified by radio prior to the start.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the RPEYC verandah or on the RPEYC Flag Mast.
- 4.2 A flashing orange light from the front of the RPEYC clubhouse indicates a shortened course.
- 4.3 There will be no sound signals given.

5. SCHEDULE OF RACE

- 5.1 The race is a pursuit passage race. It will be conducted on Sydney Harbour.
- 5.2 Racing is scheduled to commence with the Preparatory Signal at 1125 hours for the race to begin at 1130 hours.
- 5.3 If the race is abandoned it 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. There will be two (2) divisions – Division 1 and Division 2. Boats will be allocated to a division at the Race Committee’s discretion and this will not be subject to Request for Redress.
- 7.2. Each division will sail its own course. The Race Committee will display a course number board (either **1** or **2**) from the western end of the centre window of the RPEYC club verandah, indicating the course to be sailed. (Changes RRS 27.1, 32, 40 and Race Signals).

Division 1: Pursuit race start time from 1130 hours

COURSE	CIRCUIT 1	CIRCUIT 2	Length (nm)
No 1	Start – N3 – LB - SM	N3 – NP – SM - Finish	8.5
No 2	Start – N3 – OB – BB – RB - SM	N3 – NP – RB – SM - Finish	8.5

Division 2: Pursuit race start time from 1130 hours

COURSE	CIRCUIT 1	CIRCUIT 2	Length (nm)
No 1	Start – PP – EC - SM	PP – EC – SM - Finish	6.8
No 2	Start – PP – GH – RB - SM	PP – CB – RB – SM - Finish	6.3

Boats are to proceed to all marks shown in these courses in the order listed and are to be rounded to starboard.

8. ROUNDING MARKS AND BUOYS

Mark descriptions;

BB	Beashel Mark – AS buoy South West of Sow & Pigs Reef.
CB	Chowder Bay Mark – AS Buoy off southern shore of Chowder Bay (the southernmost buoy of the two AS Buoys in Chowder Bay).
EC	Eastern Channel – AS buoy approximately 100m west of the Eastern Channel Pile light.
GH	Georges Head – AS buoy approximately 200 metres SW of Georges Head
LB	Lady Bay Mark – AS Buoy off northern end of Lady Bay.
N3	Naval Buoy No.3 approximately 200m north of Clarke Island.
NP	Nielsen Park – AS north of Point Piper.
OB	Obelisk Bay Mark - AS Buoy E of Obelisk Bay.
PP	Point Piper Mark – AS buoy north of Point Piper
RB	Rose Bay Mark – AS Buoy approximately 200m off the eastern shore of Rose Bay in front of Rose Bay Convent.
SM	Shark Island Mark - AS buoy approximately 50m south east of the south cardinal mark off Shark Island.

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

9. AREAS THAT ARE OBSTRUCTIONS

- 9.1 **Cardinal Marks** – boats shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions
- 9.2 **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.
- 9.3 **Shark Island** - boats shall not sail between 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.
- 9.4 **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 off the RPEYC Clubhouse, Felix Bay, Point Piper, between the Flag Mast of the RPEYC and the westernmost edge of the wharf on Shark Island. Boats are to cross from east to west in the direction of the first mark of the course and keep outside all moored boats in Felix Bay.
- 10.2 The Race Committee will display numbered course boards next to the Preparatory Signal to signify the course to be sailed. (Changes RRS 27)
- 10.3 A Preparatory Signal will be given at 1125 hours and will be an Orange Flag displayed for 5 minutes from the centre window of the RPEYC club verandah.
- 10.4 The race will start and the Orange Flag removed at 1130 hours to signal zero (0) minutes and each boat will start at its advised time as referred to in *Clause 15 Handicaps* of these Sailing Instructions. It is the responsibility of each boat to start no earlier than its official starting time.
- 10.5 The Race Committee will give a time check with a ten second countdown to the Preparatory Signal by radio.
- 10.6 If Board Y or Flag Y is displayed with the Preparatory Signal then wearing of personal

flotation devices by the skipper and crew of Couta, Etchell and Dragon class boats is required. (Changes RRS 27.1 and 40)

11. RECALL

- 11.1 There will be no recalls. A boat starting prior to its start time will receive a time penalty at the Race Committee's discretion. (RRS 29 shall not apply.)
- 11.2 It is the responsibility of each boat to determine whether she is over the Starting Line before her allocated starting time. (Changes RRS 29).

12. CHANGES TO THE COURSE

- 12.1. The course for any division may be shortened after rounding **Mark SM**. Such shortenings of the course will be signaled by the display of the following coloured boards in the following locations:
 - Division 1 – Yellow,** eastern end of the centre RPEYC verandah opening.
 - Division 2 – Bright Blue,** centre of the centre RPEYC verandah opening.
- 12.2. In the event that both divisions are shortened both coloured boards will be displayed.
- 12.3. Boats in divisions sailing the shortened course shall proceed to the Finish having rounded mark SM.
- 12.4. A flashing orange light at the RPEYC verandah may draw attention to shortened course. In the event of a shortened course an announcement may also be made on VHF Channel 73.
- 12.5 In the event of a shortened course, race results will be calculated using TCF handicaps applied to the boat's elapsed time from her listed start time. The boat with the lowest corrected time in each division will be scored first. This instruction shall not be subject to protest or constitute grounds for redress. This changes RRS 60.1 and 60.2.
- 12.6 In the event of abandonment, an announcement will be made on VHF Channel 73.

13. THE FINISH

The Finish Line will be off the RPEYC Clubhouse, Felix Bay, between the Flag Mast of the RPEYC and the westernmost edge of the wharf on Shark Island. Boats are to cross from east to west away from the direction of the last mark of the course.

14. TIME LIMIT

Time limit for the race is 150 minutes from 1130 hours. Any boat finishing after this time will be scored DNF (Did Not Finish). (Amends RRS 35)

15. HANDICAPS

- 15.1 The Race Committee, or its nominee, will allocate a start time for each boat. This will be in whole minutes and designates the boat's start time after the race start time of 1130 hours.
- 15.2 A boat's start time will not be subject to protest, dispute or request for redress (Changes RRS 60.1 and 62.1 (a)).

16. PROTESTS AND REQUESTS FOR REDRESS

- 16.1 Protests should be lodged on the World Sailing prescribed form available from the RPEYC website and office. All protests shall be lodged with the Race Officer of the day.
- 16.2 The time limit for the lodging of protests will be 1500 hours on Sunday 29th November 2020.
- 16.3 Protests will be heard at the RPEYC clubhouse as soon as possible after the race.
- 16.4 Requests for redress shall be in accordance with RRS 62.

17. SCORING

- 17.1 The Low Point Scoring System of RRS Appendix A will apply.
- 17.2 The order in which boats finish the race shall determine their finishing places. If a boat is disqualified from the race or retires after finishing, each boat with a worse finishing place shall be moved up one place.

18. SAFETY REGULATIONS

- 18.1 Boats that retire from the race shall contact the Race Officer as soon as possible on VHF 73 or phone RPEYC on 9327 3149 within the race time limit. Boats failing to do so may be scored DNC (Changes RRS 63.1 and A5). 18.2
- 18.2 Boats shall not carry anchors protruding beyond the bow while racing.

19. COMMUNICATIONS

- 19.1 The Race Committee Frequency is VHF channel 73.
- 19.2 No other transmissions are permitted by competing boats during race day from the first warning signal until the end of the race except in an emergency.
- 19.3 The Race Committee may use the radio on VHF 73 to advise competitors of race information.

20. PRIZES

- 20.1 Prizes will be presented on the RPEYC back lawn after the race and BBQ.

Prize Categories may include:

First three boats across the finish line in each division

Boat with the highest proportion of female crew

Boat with the most females as crew

- 20.2 The WOW Trophy for Best Skipper will be presented at the RPEYC Presentation Evening in May 2020. The 'Best Skipper' will be calculated by scaling the corrected finish times of the Division 1 and Division 2 winners by the lengths of the respective courses sailed.

Example calculation for course 1:

Div	Elapsed time (mins)	TCF	Corrected time (mins)	Scaled to 8.5 nm course length
1	110	0.900	99.0	99.0
2	105	0.700	73.5	96.1

Div 2 winner has the lowest scaled corrected time, so becomes the winner.

21. SPECIAL CONDITIONS

- 21.1 Minimum crew in any boat shall be two persons.
- 21.2 The race will be sailed non-spinnaker. Headsails may be poled out but must be tacked to the foot of the forestay and fully hanked or attached to the forestay by a luff groove device. The forestay is as defined in the WS Equipment Rules of Sailing 2017-2020. Coutu boats or similar craft with the forestay integrated into the headsail luff are exempt.
- 21.3 RRS 52 does not apply.
- 21.4 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.

22. RESPONSIBILITIES

- 22.1 Risk Warning – As per NOR 15.1
- 22.2 Competitor's declaration – As per NOR 15.3
- 22.3 Disclaimer of Liability – as per NOR 15.4

23. 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.

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

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.

The master of a vessel involved in a marine accident, if required to do so by any person having reasonable grounds for so requiring:

- c) must produce any marine safety licence required under this Act to be held by the master, and
- d) 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.

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:

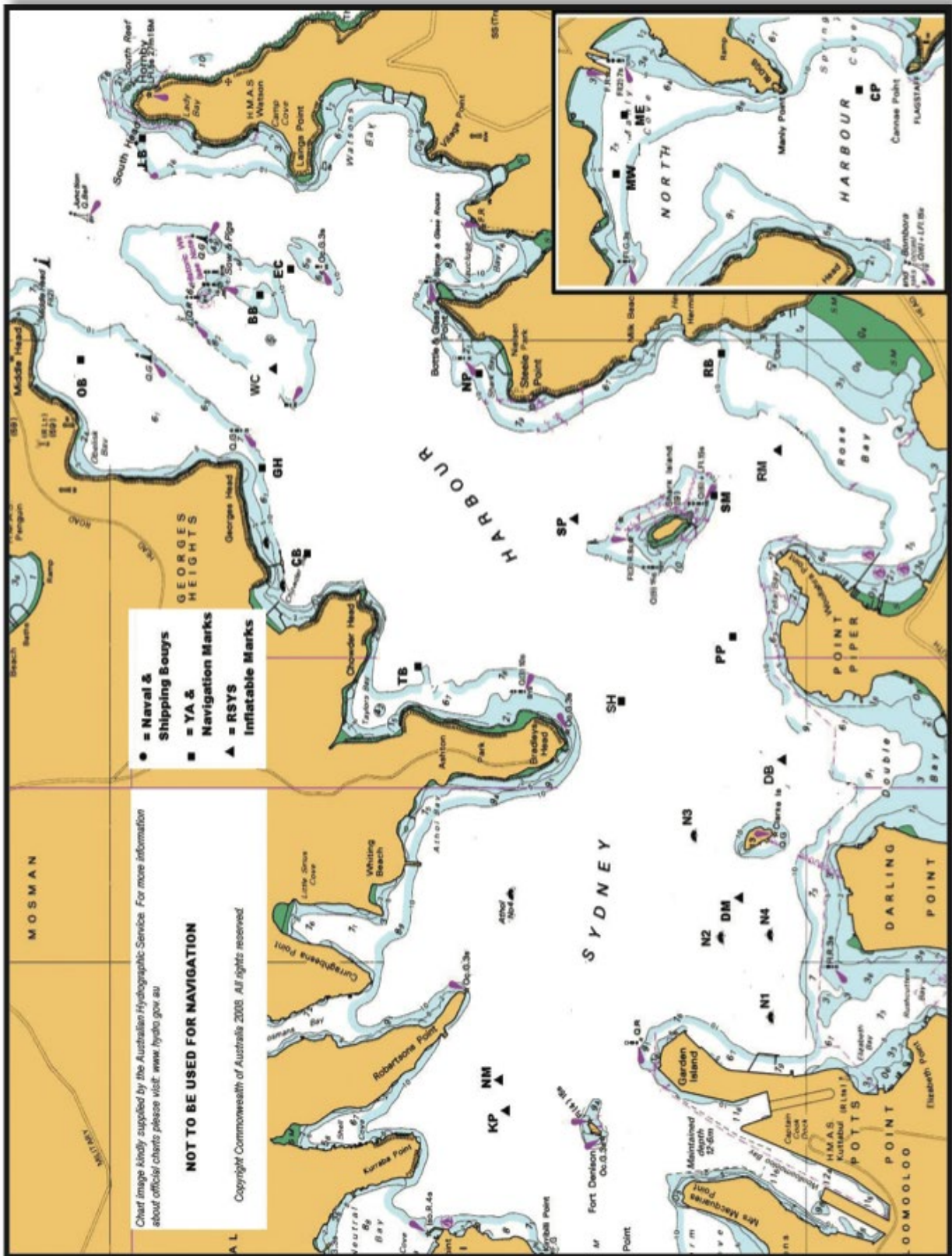
“Serious injury” is defined as requiring hospitalisation other than for treatment of minor injury or for observation only.

“Significant damage” is determined having regard to the types of vessels involved and would generally be in excess of 10% value of the boat, or in excess of \$5,000.00 in all cases.

26. NSW RMS Yacht Person’s Brief – Be Safe

- 26.1 Observe NSW Collision regulations and in particular Rule 1 (b) and Rule 2 (a)(b) i.e.:
- 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 on 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 (right).
 - Two short blasts – I am altering course to port (left).
 - 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 avoiding action to avoid collision.

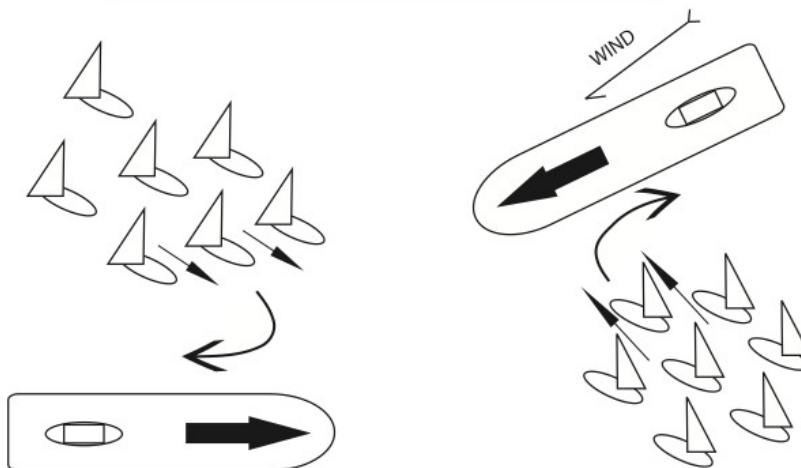
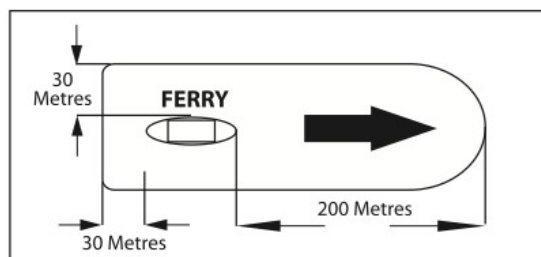
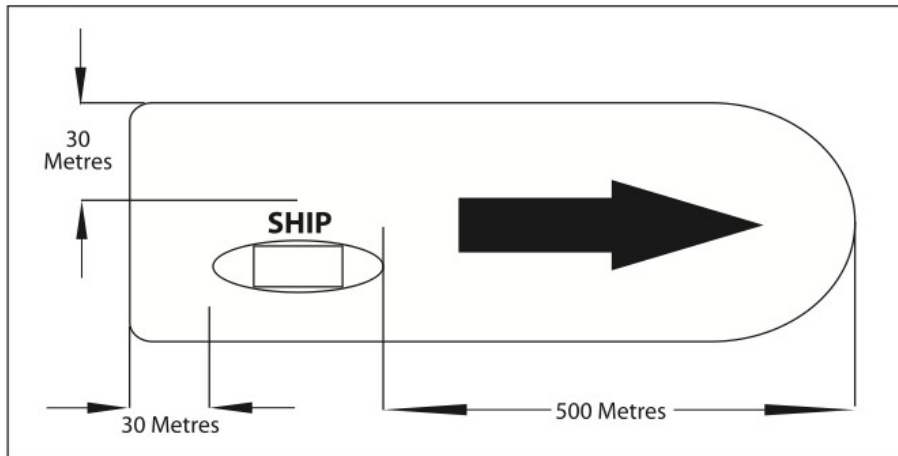
ATTACHMENT A – SYDNEY HARBOUR CHARTLET



ATTACHMENT B – Shipping Clearances

- All competitors **must** maintain a minimum distance of **500m** from the bow of any ship¹ and **200m** from the bow of any ferry² 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**