



ROYAL PRINCE EDWARD YACHT CLUB
SAILING INSTRUCTIONS
Sunday Series 2021



**31 January 2021,
28 February 2021 and
28 March 2021.**

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

1. RULES AND SPECIAL CONDITIONS

- 1.1. The races 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 Regulations) of NSW, the Notice of Race and these Sailing Instructions (SI).
- 1.2. The series is open to all sailing boats of mono hull construction with a current valid AS Special Regulations Category 7 Equipment Audit Form.
- 1.3. Minimum crew in any boat shall be two persons
- 1.4. All boats must carry an operating marine band VHF radio capable of receiving normal international channels for safety purposes and Race Committee communication. The radio should be switched on at all times during the race and tuned to the race committee frequency VHF Channel 73.
- 1.5. This is a non-spinnaker series - boats are not permitted to fly spinnakers. 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 current World Sailing Equipment Rules of Sailing. Coutu boats or similar craft with the forestay integrated into the headsail luff are exempt. RRS 52 is amended so that it does not apply for the adjustment and operation of sails or the adjustment of movable appendages on any boat.
- 1.6. A boat may use prohibited propulsion after the Preparatory Signal to arrive at the start line provided it shall carry out a minimum 360 degree turn, keeping clear of all other boats, after ceasing to use such propulsion and before starting (amends Rule 42.1).
- 1.7. A boat shall sail under the sail number advised on its Entry Form. Sail numbers shall be clearly legible, and the boat shall display identical sail numbers on its sails. The use of any sail displaying a different number to that on the Entry Form shall be notified to the RPEYC Office on (02) 9327 3149 or email sailing@rpeyc.com.au no later than two (2) hours before the start of the race. A boat which displays an incorrect sail number, and which has not notified the RPEYC Office may be subject to protest by the Race Committee.
- 1.8. Boats shall not carry anchors protruding beyond the bow while racing.

1.9. COVID-19 Requirements - It is the responsibility of owners and skippers to ensure that they have read, understood and comply with the RPEYC COVID-19 protocols including but not limited to hygiene, distancing and crew recording and tracing requirements. All boats are required to enter crew contact details (including the skipper) in the SailSys race management system, or to the RPEYC office, by 1000 hours on each day the boat intends to race. Boats not complying with this requirement shall be scored DNC. This changes RRS 63.

1.10 In the event of conflict between any of the rules or regulations, other than RRS, these SIs will prevail.

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, divisions and handicaps may be published on the RPEYC website.

2.3. The Race Committee may broadcast race information before and during a race. Any such communication shall not be deemed as outside assistance – changes RRS 41.

3. CHANGES TO THE SCHEDULE AND SAILING INSTRUCTIONS

3.1. The Organising Authority reserves the right to change the schedule of events should it be deemed necessary. Changes will be available to all entrants as per SI 2.1.

3.2. The Organising Authority reserves the right to alter these SIs. Changes will be available to all entrants as per SI 2.1.

3.3. Any change to the schedule of races or SIs will be posted by 1000 hrs on the day prior to the race.

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 verandah indicates a shortened course.

5. SCHEDULE OF RACES

5.1. Three (3) races will be conducted on the following Sundays –

31 January 2021, 28 February 2021 28 March 2020

5.2. Races abandoned will not be resailed.

6. RACING AREA

Racing shall be conducted on Sydney Harbour.

7. COURSES

7.1. There will be two (2) divisions – Division A and Division B. 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 A: Race start time 1130 hours

COURSE	CIRCUIT 1	CIRCUIT 2	Length (nm)
No 1	Start – N3 – LB - SM	N3 – NP – SM - Finish	8.2
No 2	Start – N3 – BB – RB - SM	N3 – CB – RB – SM - Finish	8.3

Division B: Race start time 1135 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

7.3. 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

8.1. Mark descriptions are illustrated by the **Chartlet: Sydney Harbour Marks and Buoys** in these Sailing Instructions, **Attachment A**.

8.2. Mark Descriptions:

BB - Beashel Mark - AS Buoy, south west of Sow and Pigs.

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 Mark – AS buoy approximately 100m west of the Eastern Channel Pile light.

GH – Georges Head Mark - AS buoy approximately 200m 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 – Neilsen Park – AS Buoy north west of Neilsen Park beach.

PP – Point Piper Mark – As Buoy off Point Piper.

OB - Obelisk Bay Mark - AS Buoy east of Obelisk Bay.

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

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

8.3. **NOTE:** 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.

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 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.
- 9.4. **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. STARTING LINE

Off the RPEYC Clubhouse, Felix Bay, Point Piper, between the RPEYC Flag Mast and the westernmost edge of the wharf on Shark Island crossing from east to west keeping outside all moored boats in Felix Bay.

11. STARTING SIGNALS AND TIMES (changes RRS 26)

- 11.1 1125-Preparatory Signal “A” Division. An Orange Flag shall be displayed from the centre window of the club verandah for five minutes.
- 11.2 1130-Start Signal for “A” Division, Preparatory Signal “B” Division. A Blue Flag shall be displayed from the centre window of the club verandah for five minutes.
- 11.3 1135-Start Signal for “B” Division. The Blue Flag will be removed from the centre window of the verandah.
- 11.4 There will be no sound signals.
- 11.5 If **Flag Y** is displayed with the Preparatory Signal then the wearing of personal flotation devices by the skipper and crew of Etchells, Dragons, Ynglings and Couta Boats is required.

12. RECALL

- 12.1. There will be no recalls. Boats starting prior to their start time will receive a time penalty at the Race Committee’s discretion. (RRS 29 shall not apply.)
- 12.2. It is the responsibility of each boat to determine whether she is over the Starting Line before the start time. (changes RRS 29).

13. SHORTENING THE COURSE (Changes RRS 32)

- 13.1. The course for any division may be shortened after rounding **Mark SM**. Such shortenings of the course will be signalled by the display of the following coloured boards in the following locations:
 - Division A – Yellow**, eastern end of the centre RPEYC verandah opening.
 - Division B – Bright Blue**, centre of the centre RPEYC verandah opening.
- 13.2. In the event that both divisions are shortened the two-colour boards will be displayed.
- 13.3. Boats in divisions sailing the shortened course shall proceed to the Finish having rounded mark SM.
- 13.4. 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.

14. ABANDONMENT (Changes RRS 32)

- 14.1. The Race Committee may abandon racing before the Start or during the race if the weather conditions are deemed to be unsuitable for racing, or for any other reason. A strong wind forecast, actual strong wind conditions or severe thunderstorm activity may be grounds for abandonment.
- 14.2. A flashing orange light at the RPEYC verandah may draw attention to abandonment signals. In the event of abandonment an announcement may be made on VHF Channel 73.

15. RETIREMENT

It is a safety requirement that yachts that retire from the race shall contact RPEYC on VHF 73 or phone 9327 3149 within the race time limit. Boats failing to do so may be scored DNE (amends RRS 63.1 & RRS A5).

16. THE FINISH

- 16.1. The finish line will be off the RPEYC Clubhouse, Felix Bay, Point Piper, between the RPEYC Flag Mast and the westernmost edge of the wharf on Shark Island crossing from east to west, away from the direction of the last mark of the course, keeping outside all moored boats in Felix Bay.
- 16.2. **NOTE** - the finish of the leading boat in each division will be acknowledged not by a sound signal but by the waving of a flag from the RPEYC verandah. In the event of a close finish, this signal may be delayed.

17. PENALTY SYSTEM

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.

18. TIME LIMIT

The time limit for both divisions is 1400 hours and no boat shall be finished after this time (changes RRS 35). All boats that have not finished by the time limit will be scored Did Not Finish (DNF).

19. PROTESTS AND REQUESTS FOR REDRESS

- 19.1. Protests are to be lodged in accordance with RRS 61 as amended by 19.2, 19.3 and 19.4 below.
- 19.2. Protests should be lodged on the WS prescribed form available from the RPEYC website and office. All protests shall be lodged with the Race Officer of the day.
- 19.3. The time limit for the lodging of protests will be 1500 hours on the day of the event.
- 19.4. Protests will be heard at the RPEYC clubhouse on the following Wednesday unless otherwise decided by the Race Committee. The hearing time will be advised to the parties involved.
- 19.5. Requests for Redress shall be in accordance with RRS 62.

20. SCORING

20.1. The Low Point System of RRS Appendix A will apply.

20.2. There will be no drops in the series.

21. COMMUNICATIONS

21.1. The Race Frequency is **VHF channel 73**.

21.2. No other transmissions are permitted by competing yachts during each racing day from the first warning signal until the end of the race except in an emergency.

21.3. The Race Committee may use the radio (VHF 73) to advise competitors of race information.

22. HANDICAPS

22.1. Handicaps will be arbitrary and will be at the Race Committee's discretion and will not be subject to Request for Redress (amends RRS 60.1 (b) & RRS 62.1(a)).

22.2. 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 affected by the changes. 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.

23. RESPONSIBILITIES

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 17.3.
- 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 and the Yacht Person's Brief – Be Safe (**Attachment B**) and the Shipping Exclusion Zone Clearances (**Attachment C**) as set out hereunder.

24. INSURANCE

All boats shall have adequate current Third-Party Property Liability Insurance cover and Third-Party Personal Liability Insurance cover of not less than \$10,000,000.00 (ten million dollars) for each separate incident. All insurance cover shall be maintained during the period of racing.

25. PRIZES

25.1. Prizes will be presented to all eligible placegetters in each division at the RPEYC Clubhouse after each race. All competitors are welcome, and prizes not collected within one week will be forfeited.

25.2. A trophy will be awarded to the winner of the full series point score in each division and presented at the RPEYC Prizegiving evening in May 2021.

26. FURTHER INFORMATION

For further information, please contact the RPEYC Office on (02) 9363 5809 or email sailing@rpeyc.com.au.

ATTACHMENT B – NSW RMS Requirements

In Case of Accident or Incident

(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:
 - 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.
- 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.

POLICY FOR HANDLING INCIDENTS OCCURRING UNDER AQUATIC LICENCES

- 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.
- The Marine Legislation will always prevail where racing and non- racing vessels interact and when vessels are racing under different governing body regulations.
- 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.
- 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.
- 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- Sabots, skiffs etc. but is insignificant for a “Maxi”), or in excess of \$5,000.00 in all cases.

NSW RMS Yacht Person's Brief – Be Safe

- 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 C).
 - 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.

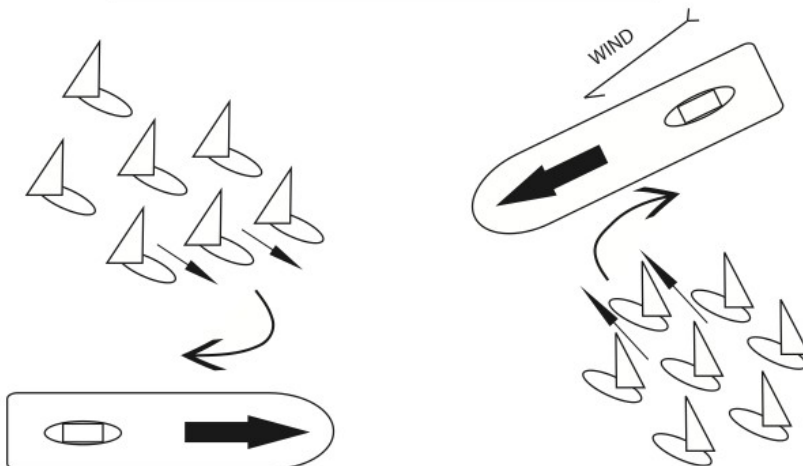
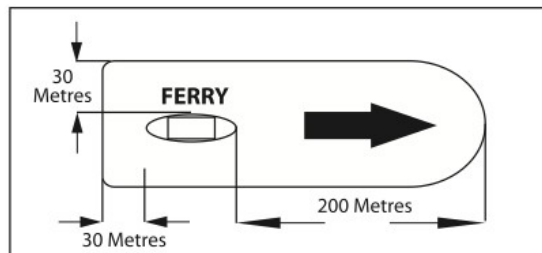
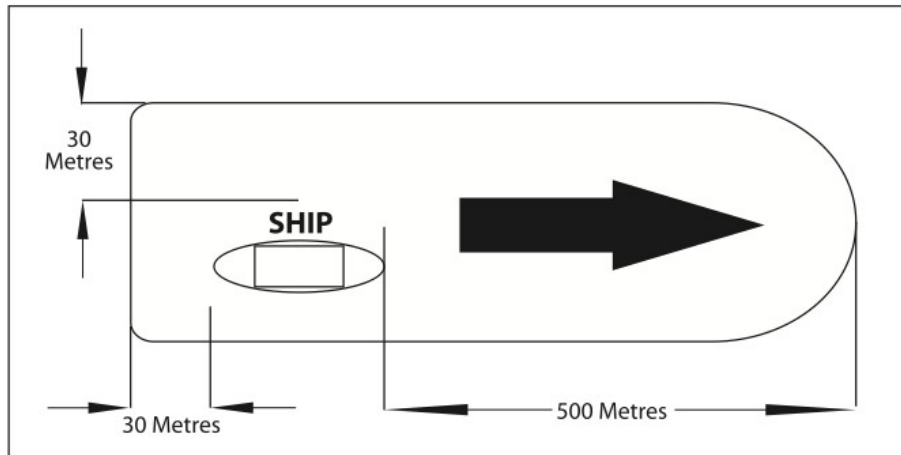
- Shipping Sound Signal meanings:
 - One short blast** – I am altering course to starboard (right).
 - Two short blasts** – I am altering course to port (left).
 - Three short blasts** – I am operating engines astern (stopping).
 - Five (or more) short blasts** – I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.

ATTACHMENT C - Ship and Ferry Exclusion Zones

- 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**