

## 111th GASCOIGNE CUP

**Saturday 17h October 2020**

Incorporating RSYS Perseverance Trophy Series, Race 1 and CYCA SOPS, Race 2

## MORNA CUP

**Saturday 21st November 2020**

Incorporating RSYS Perseverance Trophy Series, Race 2 and CYCA SOPS, Race 3

## MILSON MEMORIAL CUP

**Saturday 20th March 2021**

Incorporating RSYS Perseverance Trophy Series, Race 3 and CYCA SOPS, Race 8

The Organising Authority is the Royal Sydney Yacht Squadron (RSYS), 33 Peel St, Kirribilli, NSW, 2061, in conjunction with the Cruising Yacht Club of Australia (CYCA) & Middle Harbour Yacht Club (MHYC).

### 1. RULES

- 1.1 Racing will be governed by the rules as defined in the Racing Rules of Sailing 2017-2020 (RRS) of World Sailing as amended herein.
- 1.2 All boats shall have a valid Australian Sailing (AS) Special Regulations Category 4, or higher, Equipment Audit Form. Random equipment audits may be made. Any boat failing to comply with equipment requirements may be subject to protest by the race committee.
- 1.3 All boats are required to enter crew contact details (including the skipper) in the SailSys race management system prior to 1000 hours on each day that the boat intends to race. Boats not complying with this requirement shall be scored DNC. This changes RRS 63.1
- 1.4 Boats shall not carry anchors protruding beyond the bow while racing.
- 1.5 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 In the event of conflict between any of the rules and regulations, other than RRS, the Sailing Instructions will prevail.
- 1.7 These Sailing Instructions will take precedence for the SOPS races on 17 October, 21 November 2020 and 20 March 2021.

### 2. NOTICE TO COMPETITORS

- 2.1 Notice to competitors will be posted on the official notice board located under the RSYS Careening Cove Anchorage stairs. Duplicate notices will be available on the RSYS website.

### 3. CHANGES TO SAILING INSTRUCTIONS

- 3.1 Changes to the Sailing Instructions will be posted on the official notice board by 0900 hours on the day they will take effect and signaled as per RRS Race Signals.
- 3.2 After this time, any changes in the Sailing Instructions will be indicated by displaying code flag L on the committee vessel and communicated on VHF channel 72.

### 4. SCHEDULE OF RACES

	Date of Race	Division	Scheduled Warning Signal
Gascoigne Cup	Saturday 17 October 2020	Division 1	1155 hrs
	Saturday 17 October 2020	Division 2	1200 hrs
Morna Cup	Saturday 21 November 2020	Division 1	1155 hrs
	Saturday 21 November 2020	Division 2	1200 hrs
Milson Memorial Cup	Saturday 20 March 2021	Division 1	1155 hrs
	Saturday 20 March 2021	Division 2	1200 hrs

### 5. SIGNAL FLAGS AND PENNANTS

- 5.1 In these instructions any flags or pennants mentioned are those of the International Code of Signals. Race Signals will be as per RRS.

### 6. DIVISION FLAGS

- 6.1 Division flags will be:
 

Division 1	Int. Code flag W
Division 2	Int. Code flag Q



## 7. RACING AREA

7.1 Racing shall be conducted east of Port Jackson (Sydney Heads) between Broken Bay and Botany Bay including the waters inside Port Jackson.

## 8. THE COURSES and MARKS

8.1 There are three alternative courses as described below. The course to be sailed will be determined by the race committee and indicated by the corresponding numeral pennant displayed on the committee vessel prior to the first warning signal.

8.2 The starting line (SL) and finishing line (FL) for all three courses will be in the vicinity of Watsons Bay. The start and finish marks will be a white inflatable mark with black top and the lettering RSYS.

8.3 **COURSE 1** – for North, Northeast, East, Southeast, South and Southwest winds.

8.3.1 Mark 1 shall be approximately 2 nautical miles on bearing 090° Magnetic from outer North Head.

8.3.2 Course 1 Description: SL – LB(S) – 2 – 3 – 1 – 2 – 3 – FL

8.4 **COURSE 2** – for West and Northwest winds.

8.4.1 Mark 1 shall be approximately 4 nautical miles on bearing 090° Magnetic from outer North Head.

8.4.2 Course 2 Description: SL – LB(S) – 1 – 2 – 3 – 1 – 2 – FL

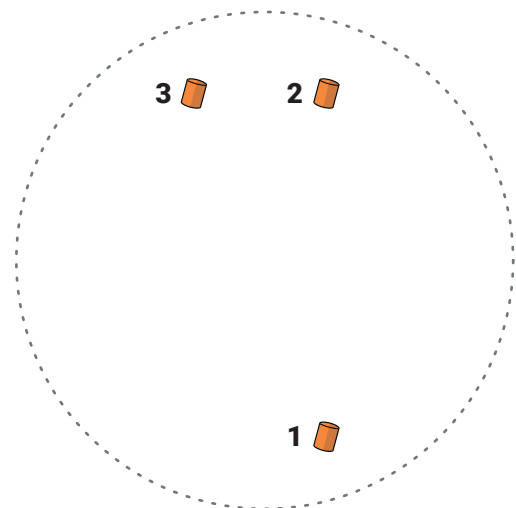
8.5 Mark LB is the red port lateral mark at Latitude 33.50.09S Longitude 151.16.5E (0.2nm west of Inner South Head) and shall be left to starboard when leaving the harbour.

8.6 Marks 1, 2 & 3 will be orange inflatable marks with the lettering RSYS.

8.7 The race committee vessel will display on a course board before or with the first warning signal the approximate distance and magnetic compass bearing from Mark 1 to Mark 2. Mark 2 will be to windward of Mark 1.

8.8 In addition to displaying the course number, the committee vessel will display a RED flag signifying Marks 1, 2 & 3 to be passed to port or a GREEN flag signifying Marks 1, 2 & 3 to be passed to starboard.

8.9 The diagram below, not drawn to scale, illustrates the approximate course configuration for a port hand course. Mark 3 is a distance mark and will be laid approximately 100 metres from Mark 2. Mark 3 will be to port of Mark 2 when the RED flag described in clause 8.8 is displayed and to starboard of Mark 2 when a GREEN flag is displayed.



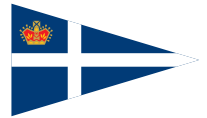
8.10 **COURSE 3** – Alternate Harbour Course

8.10.1 Course 3 Description: SL – MW – ME – SM – N2 – OB – SM – FL (Approximately 15 nm)

8.10.2 All marks are to be left to starboard.

### 8.10.3 Description of Marks

- SL Starting line in the vicinity of Watsons Bay.
- LB Red port lateral mark at Lat 33.50.09S Long 151.16.5E (0.2nm west of Inner South Head)
- MW Manly West Mark – AS buoy, 400m SSW of Manly Wharf.
- ME Manly East Mark – easternmost AS buoy in Manly Cove.
- SM Shark Island Mark – AS buoy approximately, 30m SE of the south cardinal mark off Shark Island. The area between the Shark Island Mark (SM) and Shark Island is prohibited and deemed to be a continuing obstruction.
- N2 Naval Buoy No.2 – approximately 250m north west of Clarke Island.
- OB Obelisk Bay Mark – AS buoy east of Obelisk Beach.
- FL Finishing line in the vicinity of Watsons Bay.



## 9. AREAS THAT ARE OBSTRUCTIONS

- 9.1 **Cardinal Marks** – boats shall not sail within the areas 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 Shark Island or between Shark Island and the Shark Island Light (north of Shark Island). These areas are prohibited and deemed to be continuing obstructions.
- 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 in the vicinity of Watsons Bay between an orange flag displayed on the signal gantry of the race committee vessel at the starboard end and a white inflatable mark with a black top and the lettering RSYS at the port end.
- 10.2 Each boat shall report to the committee vessel prior to the first scheduled warning signal on starboard tack with mainsail hoisted to confirm its intention to race. Each boat shall advise the number of people on board and receive an acknowledgment from the committee vessel. Boats that cannot be identified may be scored DNS. This changes RRS A4.
- 10.3 Starting signals will be made in accordance with RRS 26.
- 10.4 The warning signal for Division 2 shall be made with or after the starting signal for Division 1.
- 10.5 Boats whose warning signal has not been made shall keep clear of the starting area during the starting sequence for other races.
- 10.6 A boat starting later than ten (10) minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A4.
- 10.7 10.7A boat may use prohibited propulsion after its preparatory signal to arrive at the start line, provided it shall cease using such propulsion 100 metres from the start line. It shall then immediately carry out a 360 degree turn while keeping clear of all other boats, and if the start signal has been made, start.

## 11. RECALLS

- 11.1 Individual recalls will be signaled in accordance with RRS 29.2. The sail number of the recalled boat may be announced on VHF Channel 72. This changes RRS 29.2.
- 11.2 General Recalls will be signaled in accordance with RRS 29.3. The words “general recall” may be announced several times on VHF Channel 72. This changes RRS 29.3.
- 11.3 Any error or omission in the advice referred to in clause 11.1 and 11.2 above will not be grounds for protest or redress.
- 11.4 When a General Recall has been signaled, the order of starting will not be altered.

## 12. CHANGE OF POSITION OF THE NEXT MARK

- 12.1 Any change in the course will be in accordance with RRS 33. The new laid mark will be identified with a black band.

## 13. SHORTENING AFTER THE START

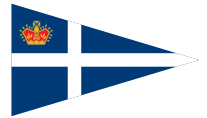
- 13.1 RRS 32.2 applies except as amended by clause 13.2 below.
- 13.2 If flag ‘S’ is displayed on or near a mark, boats shall round/pass the mark as required (looping not necessary) and proceed directly to the finish.

## 14. THE FINISH

- 14.1 The finishing line will be in the vicinity of Watsons Bay.
- 14.2 When viewed from the course side, the finishing line shall be between an orange flag displayed on the signal gantry of the committee vessel located at the starboard end and the course side of a white inflatable mark with a black top and the lettering RSYS at the port end.

## 15. PENALTY SYSTEM

- 15.1 RRS 44.1 and 44.2 will apply.



## 16. TIME LIMIT

- 16.1 The absolute time limit will be six hours after a division's starting signal or at 1800 hours, whichever is later.
- 16.2 A boat finishing after the expiration of the time limit will be scored DNF. This changes RRS 35.

## 17. PROTESTS

- 17.1 Protests shall be lodged in accordance with RRS 61.
- 17.2 Protests must reach the RSYS Sailing Office by 1000 hours on the Monday following the race.
- 17.3 The protest committee will hear protests at the RSYS on the following Wednesday unless otherwise decided by the race committee.
- 17.4 A protest hearing schedule will be posted on the RSYS website [www.rsys.com.au](http://www.rsys.com.au) on the Monday following the race.
- 17.5 It is the sole responsibility of parties who protest to present themselves to the hearing with such witnesses as may be required.

## 18. SCORING

- 18.1 The Low Point System, RRS Appendix A, will apply including the provisions of RRS Appendix A9 subject to the amendment set out in clause 18.3 below.
- 18.2 The races covered by these sailing instructions will form part of the CYCA SOPS series as detailed in the Calendar of Events posted on the RSYS website.
- 18.3 The races covered by these sailing instructions constitute the RSYS Perseverance Trophy, and all three races will count towards the trophy. This changes RRS Appendix A.

## 19. COMMITTEE VESSELS

- 19.1 The race committee vessel at the start and finish may display the RSYS race committee burgee. The burgee is the RSYS burgee with a white boarder.

## 20. RADIO COMMUNICATION

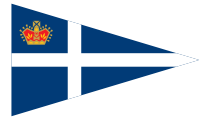
- 20.1 For safety reasons boats are requested to maintain a continuous listening watch on VHF Channel 16 for the duration of the race.
- 20.2 The race committee will monitor for the duration of the race VHF Channel 72. The race committee may also use this channel to relay general race information.

## 21. SAFETY REGULATIONS

- 21.1 A boat that retires shall notify the committee vessel or the RSYS sailing office of its retirement as soon as possible by whatever means is available. If Search and Rescue operations are unnecessarily instituted due to the boat failing to make timely contact, the boat will be subject to action by the race committee under RRS 60.2(c) whereby a report will be made to the protest committee requesting action under RRS 69.1(a) – Allegation of Gross Misconduct.

## 22. OTHER INSTRUCTIONS

- 22.1 Yachts shall not interfere with the Commercial or Defense shipping of the Port. The attention of skippers is drawn to NSW Roads and Maritime Services (NSW RMS) regulations regarding the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. NSW RMS regulations specify "*Priority over Sail – some Commercial Ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels. Do not attempt to cross the path of an approaching ferry displaying this signal*". Attention is drawn to the guidelines published in the appendices posted on the RSYS website.
- 22.2 Boats found to have interfered with commercial shipping may be subject to action by the race committee in accordance with RRS 60.2.
- 22.3 All yachts must abide by traffic directions of NSW RMS Boating Service Officers and NSW Port Authority. Any yacht directed to stop or alter course by NSW RMS Boating Service Officers as a result of an anticipated breach of the above rules, incident/collision or complaint shall do so immediately.
- 22.4 Any yachts reported by NSW RMS as having contravened NSW RMS regulations shall be disqualified without a hearing. This changes RRS 63.1. Any alleged infringement of this clause shall not be grounds for protest by another competitor. This changes RRS 60.1.



- 22.5** The attention of any competitors involved in an accident is drawn to NSW RMS Requirements published in Appendix 5 – NSW RMS Requirements in Case of Accident posted on the RSYS website. Competitors are also required to notify the Sailing Office of any contact incident occurring during racing whether or not it results in a race protest or a report to NSW RMS. RSYS is obliged under the NSW RMS Requirements to prepare a report of all contact incidents occurring during racing whether or not injury or an insurance claim results.
- 23. PRIZES**
- 23.1** Refer to NOR Clause 13.
- 24. RESPONSIBILITIES**
- 24.1 Risk Warning** - The organising authority advises owners, skippers and anyone who participates in yachting events conducted by the organising authority that participation in the sport of yachting, 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 yachting event of whatever nature conducted by the organising authority. All participants acknowledge that competing in yachting 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.
- 24.2 Competitors Declaration** – the attention of all competitors is drawn to the responsibilities of owners and skippers as detailed in clause 17.2 of the Notice of Race.
- 24.3 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 RSYS, CYCA, MHYC, sponsors, any class association, the race committee and other race officials are not responsible for any damage or injury either afloat or ashore.
  - (b) The RSYS, CYCA, MHYC, sponsors, any class association, 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 the Person in Charge.
- 24.4 Covid-19 Requirements** – It is the responsibility of owners and skippers to ensure they have read, understood and comply with the RSYS Covid-19 protocols including but not limited to hygiene, distancing and crew recording and tracing requirements.
- 25. INSURANCE**
- 25.1** 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 dollars) for each separate incident. All insurance shall be maintained during the period of racing.