



# 2021-2022 Sydney Harbour Women's Keelboat Series

## Sailing Instructions (SIs)

The Organising Authority (OA) is the Cruising Yacht Club of Australia (CYCA), Middle Harbour Yacht Club (MHYC), Manly Yacht Club (MYC), Royal Prince Edward Yacht Club (RPEYC) and Royal Sydney Yacht Squadron (RSYS). Each club will host a race of the series.

The notation (NP) in a rule means that a boat may not protest another boat for infringing that rule. This changes RRS 60.1(a). (DP) denotes that a rule for which the penalty is at the discretion of the protest committee.

When a Sydney Harbour Women's Keelboat Series Race is held in conjunction with a Manly Yacht Club Women's Challenge, the Women's Challenge Sailing Instructions shall take precedence over these SI's.

### 1. Rules

- 1.1 Racing will be governed by the rules, as defined in the 2021-2024 Racing Rules of Sailing (RRS) of World Sailing, and the prescriptions and special regulations of Australian Sailing (Special Regulations), as they may be amended.
- 1.2 The Sailing Managers of each host club will be the Race Committee for the purposes of and with the powers and discretions contained in RRS 90.1.

### 2 Changes to the SIs

- 2.1 Any change to the sailing instructions will be posted before 0900 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect.
- 2.2 Changes to a sailing instruction may be made on the water by displaying Code flag 'L' on the committee vessel. Instructions may be given either in writing or verbally.

### 3 Communications with Competitors

- 3.1 Notices to competitors will be posted on the official notice board of each Host Club and may be published online.
- 3.2 On the water, the race committee intends to monitor and communicate with competitors on VHF radio channel 72.
- 3.3 The List of Entries will be placed on the clubs' websites and official notice boards no later than 2 hours before the start of each race.

### 4 Code of Conduct

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Advertising shall comply with the requirements of World Sailing Regulation 20 (World Sailing Advertising Code).

### 5 Signals made Ashore

- 5.1 Signals made ashore will be displayed at the host club. Entrants may be advised of any signals made ashore by text message. Owners shall provide their boat phone number in the online entry if they would like to be advised by text.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in Race Signals AP.

## **6. Schedule of Races**

- 6.1 Sunday 31 October 2021, host is the CYCA  
Sunday 21 November 2021, host is the MHYC  
Sunday 23 January 2022, host is the RSYS  
Sunday 27 February 2022, host is the RPEYC  
Sunday 27 March 2022, host is the MYC

6.2 There are five (5) races scheduled for the series.

6.3 The first scheduled warning signal will be no earlier than 1230 hours on each day.

## **7 Entry**

7.1 The RC may reject or cancel the entry of a boat or exclude any competitor in accordance with RRS 76.1.

## **8 Racing Area**

8.1 Racing shall be conducted on Port Jackson, Sydney Harbour.

## **9 Courses and Marks**

9.1 Courses and marks will be detailed in an appendix to these SIs. This Appendix will be published no less than 48 hours prior to the Warning Signal of each race.

9.2 No later than the warning signal, the Committee Vessel will display the designated course number with the corresponding numeral pennant.

9.3 Marks are to be rounded to starboard unless otherwise stated.

9.4 Any course may be shortened in accordance with RRS 32.

9.5 Australian Sailing (AS) marks, mentioned in this Instruction, may be a yellow spherical, cylindrical or spar shaped buoy and can be replaced with a different mark without warning.

## **10 Prohibited Areas/Obstructions**

10.1 For the purposes of RRS 19 the following are continuing obstructions and prohibited areas, namely:

- (i) The area of Sow and Pigs Reef enclosed by an imaginary line joining all four of the Cardinal Marks surrounding the Reef in sequence N, E, S and W.
- (ii) The non-safe water side of a Cardinal Mark.
- (iii) The area between the Shark Island AS Mark (SIM) and Shark Island.
- (iv) The area between Shark Island and Shark Island Light (north of Shark Island)
- (v) The area of Gowlland Bombora enclosed by an imaginary line projected from the shore joining the W, S and E Cardinal marks surrounding the reef.
- (vi) The Start Line / Finish Line except when starting, finishing or when it forms a gate in the course. When complying with RRS 44.2 at or near the finishing line a boat shall sail around the ends of the finishing line before finishing. (Amends RRS 28).

10.2 A boat shall not sail into a prohibited area designated in SI 10.1.

## **11 Crew Limitations**

11.1 The minimum number of crew on a boat shall be 3, two of whom shall be of a minimum age of 18 years.

11.2 The number of people on board shall not exceed the maximum crew number specified on a boat's Equipment Audit Form. Boats that do not comply with this safety requirement may be subject to protest by the Race Committee.

## **12 Sails**

12.1 A boat shall comply with the RRS Appendix G, Identification on Sails. This SI is the warning and opportunity to correct in the terms of RRS Appendix G4.

12.2 In divisions designated non-spinnaker, only a mainsail and headsails as defined in RRS 50.4 shall be used. Headsails shall not be set flying. (No sail shall be set forward of a point of attachment of the permanent forestay).

### **13 One Boat Constitutes a Race**

- 13.1 When only one boat starts and sails the course within the time limit the Race Committee shall not abandon the race (amends RRS 32).

### **14 Division Flags**

- 14.1 The Division flags will be:

Division 1 – Code Flag “E”

Division 2 – Code Flag “F”

### **15 The Start**

- 15.1 Races will be started using RRS 26 with the warning signal made 5 minutes before the starting signal.
- 15.2 The starting line is between a staff displaying an orange flag on the signal vessel at the starboard end and the course side of the port-end starting mark.
- 15.3 Boats whose warning signal has not been made shall avoid the starting area during the starting sequence for other races.
- 15.4 A boat that does not start within 10 minutes after her starting signal will be scored Did Not Start without a hearing. This changes RRS A5.1 and A5.2.

### **16 Recalls**

- 16.1 Individual Recalls will be made in accordance with RRS 29.1. The sail number of the recalled boat may be announced on VHF Channel 72 (amends RRS 29.1). Failure to announce the sail number or the order in which boats are hailed will not be grounds for a redress for request. This changes RRS 62.1(a).
- 16.2 General Recalls will be made in accordance with RRS 29.2.

### **17 Shortened Course**

- 17.1 If IC Flag “S” are displayed on a CV near a rounding mark of the course, then boats shall finish by passing between the CV and the nearby mark of the course (Refer RRS 32 and RRS ‘Race Signals’).

### **18 The Finish**

- 18.1 The finishing line is between a staff displaying a blue flag on the finishing mark at the starboard end and the course side of the port end finishing mark.
- 18.2 If the Race Committee is absent when a boat finishes, the boat shall report her finishing time, and her position in relation to nearby boats, to the race committee at the first reasonable opportunity.

### **19 Time Limit**

- 19.1 The time limit will be 17:30 hours on the day of racing.
- 19.2 A boat that does not finish within the time limit shall be scored DNF (amends RRS 35).

### **20 Boats Retiring**

- 20.1 A boat that retires shall notify the CV or the Host Club Sailing Office of its retirement as soon as possible and in any event not later than one hour after retiring by whatever means is available. Boats not doing so may be scored equal to DNC.
- 20.2 The Race Committee will monitor for the duration of the race frequency VHF Channel 72.

### **21 Postponed Races**

- 21.1 The Race Committee at its sole discretion may postpone the start from ashore in inclement conditions. Flag signals AP over H will be displayed on the flagmast on the NW corner of the clubhouse no later than 1 hour prior to the Warning Signal.
- 21.2 For races postponed ashore the Warning Signal will be made not less than 60 minutes after removal of AP over H.
- 21.3 Entrants may be advised of the display/removal of AP over H by text message. Owners may

provide their boat phone number in the online entry if they would like to be advised by text.

## **22 Abandoned Races**

22.1 Abandoned races will not be resailed.

## **23 Penalty System**

23.1 In addition to penalties at the time of the incident in accordance with rules 44.1 and 44.2, boats may also take a 30% Post Race Penalty in accordance with RRS Appendix T by notifying the OA of that race.

## **24 Protests**

24.1 Protests shall be lodged with the Host Club Sailing Office within 90 minutes of the protesting boats finish time.

24.2 A protest may be lodged personally at the Sailing Office or, if closed, lodged by acknowledged email.

24.3 There is no time limit on protests by the Race Committee or the Protest Committee.

24.4 Notices of protests will be posted on the official notice board with the order of hearing.

24.5 Protests will be scheduled to be heard at the Host Club during the week following the race. Postponement of a hearing from that date may be granted in exceptional circumstances.

## **25 Handicaps**

25.1 PHS results will be calculated by the application of a Time Correction Factor (TCF) of a four decimal number as a multiplier of the boat's elapsed time. The Race Committee will in its absolute discretion determine a boat's TCF in relation to its performance in previous races. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

25.2 A boat's Initial TCF or Race TCF, shall not be subject of protest (amends RRS 60.1 and 62).

25.3 The Race Committee may manually adjust a boat's TCF retrospectively where it appears that the handicap applied contains an error, mistake or omission or is otherwise considered to be unfair.

## **26 Scoring**

26.1 Scoring System - the Low Point System, RRS Appendix A, applies including the provisions of RRS Appendix A5.3 with the amendments detailed in clauses 15.2 and 15.3.

26.2 Boats shall enter by Race 2 to be eligible for the pointscore.

26.3 A boat shall drop any one (1) race, except if three (3) or less races are completed, no score will be discarded.

26.4 Three (3) completed races are required to constitute a series.

## **27 OTHER INSTRUCTIONS**

27.1 [DP] Boats shall not carry anchors protruding beyond the bow while racing.

27.2 RRS 52: RRS 52 is changed to: the rotation of a boat's rudder shall be adjusted and operated only by the power provided by the crew.

27.3 [NP] Boats shall comply with the following with regard to commercial shipping.

(i) Boats shall not pass between the bow of any Seagoing Ship and a dedicated Port Authority escort vessel whilst on escort duty and within 500 metres from the bow and 30 metres from the side or stern of the Seagoing Ship

(ii) Boats shall maintain a minimum distance of 200m from the bow, and 30m from the sides or stern of any ferry displaying the Orange Diamond.

(iii) Boats must abide by traffic directions of NSW Maritime Boating Service Officers. Any yacht directed to stop or alter course by NSW Maritime Boating Service Officers as a result of an anticipated breach of the above rules, incident/collision or complaint shall do so immediately.

(iv) Boats reported by NSW Maritime as having contravened NSW Maritime regulations shall

be scored DNE (Did Not Enter) without a hearing (amends RRS 63.1).

- 27.4 All boats are required to submit a COVID Crew Contacts Form via online entry system prior to 1000 hours on each day that the boat intends on racing in this series. Boats not complying with this requirement shall be scored DNC for the relevant race. This changes 63.1.
- 27.5 Boats shall report any incident involving Injury or Significant Damage likely to costs more than \$5000 to the Race Committee at the first reasonable opportunity.
- 27.6 Propulsion:
- (i) As allowed by rule 42.3(i) a boat may use its engine for propulsion in order to get clear: after grounding; after colliding with a vessel or object; or to prevent imminent grounding or collision.
  - (ii) A boat that uses its engine for propulsion as allowed in SI 32.7(i) shall, as soon after getting clear, take a Two Turns Penalty as detail in RRS 44 (this amends RRS 44.1).
  - (iii) For the purpose of this SI 32.7, "to gain (or gained) a significant advantage" does not relate to the act of getting clear allowed under SI 32.7(i).
- 27.7 Covid -19 Requirements - It is the responsibility of owners and skippers to ensure that they have read, understood and comply with the COVID-19 protocols including but not limited to hygiene, distancing and crew recording and tracing requirements.

## **28 Equipment Checks**

- 28.1 A boat or equipment may be inspected at any time for compliance with the rules.

## **29 Official Vessels**

- 29.1 The Committee Vessel will be identified by the applicable Club burgee.

## **30 Insurance**

- 30.1 Each participating boat shall be covered by current third-party property liability insurance and third-party personal liability insurance of not less than \$10,000,000 (ten million) for each separate incident. All insurance cover shall be maintained during the period of racing, and it is the owner's responsibility to ensure a current Certificate of Currency is lodged.

## **31 Prizes**

- 31.1 Prizes will be awarded at the discretion of the OA at the conclusion of the regatta.

## **32 Risk Statement**

- 32.1 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.**