



1. RULES

- 1.1 All racing will be governed by the *rules* as defined in the Racing Rules of Sailing (RRS) for 2013-2016, the Prescriptions and Special Regulations of Yachting Australia (YA), Boating (Safety Equipment) Regulations of NSW, the regulations of the Port Authority, the Notice of Race, and these Sailing Instructions.
- 1.2 **Category 7** – YA Special Regulations, Part 1 Category 7 shall apply. Random equipment audits will be made throughout the Season. Any boat failing to comply with equipment requirements may be subject to protest by the Race Committee.
- 1.3 **Manual Power** – RRS 52 does not apply for the adjustment and operation of sails or the adjustment of movable appendages on any boat.
- 1.4 **Anchors** – A boat shall comply with YA Special Regulation 4.05 by carrying an anchor ready for immediate use. However, boats shall not carry anchors protruding beyond the bow while racing.

2. RESPONSIBILITIES

- 2.1 All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4, “Decision to Race” which states; “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”. RANSA, any sponsors, respective class associations, the Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore. Boats shall have adequate current insurance cover of not less than \$10,000,000 (ten million dollars) for each separate incident. All insurance cover shall be maintained during the period of racing
- 2.2 RANSA, any 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.
- 2.3 All those taking part in these races are reminded of their obligations as set out in the Yachting Australia Special Regulations clause 1.02 Owner’s Responsibility.

3. RACE DIVISIONS:

- 3.1 There will be four racing divisions:
 - (a) **Division ONE (S)** Boats generally over 9.25m (31ft) overall length and specified boats or classes of boats of any size designated by the Race Committee to be faster than Division One boats.
 - (b) **Division ONE.** Boats generally of or over 9.25m (31ft) overall length and specified boats or classes of boats of any size designated by the Race Committee because of age, performance or any other reason.
 - (c) **Division TWO.** Boats generally whose overall length is over 8.5m (28ft) but less than 9.4m (31ft). Included are half-ton boats and specified boats or classes of boats designated by the Race Committee as in sub para (a) above.
 - (d) **Division THREE.** Boats generally under 8.5m (28ft) overall length and specified boats or classes of boats designated by the Race Committee as in sub para (a) above.

4. ENTRIES

- 4.1 Eligible boats may enter by submitting a completed entry form together with the entry fee to the Sailing Office. To be eligible boats must be single-hulled and on the register of a yacht club recognised by a national authority. Boats eligible to compete but only wishing to enter a specific race or races may do so as casual entries by completing registration with the RANSA Sailing Office prior to 1200 on the day of the race. Casual entries do not score points but are eligible for the weekly prize presentation.

5. NOTICES TO COMPETITORS

- 5.1 Notice to competitors will be posted on the notice board located inside the RANSA Clubhouse.

6. CHANGES TO THE SAILING INSTRUCTIONS

6.1 Any change to the sailing instructions will be posted before 1300 on the day it will take effect.

7. SCHEDULE OF RACES

7.1 For all Divisions the series will consist of twenty consecutive Wednesday afternoon races on Port Jackson from 7th May until 17th September, 2014.

8. COURSES

8.1 The course to be sailed will be designated by code flag A for Course A and code flag B for Course B and will be displayed before the warning signal.

8.2 Boats shall round marks on the starboard hand unless the letter (P) is used to denote that the mark is to be rounded on the port hand.

8.3 Division 1 (S):

Course A: Start – CP – EC – RB – PP – LM – SIM - N3B(P) - N3(P) - FINISH

Course B: Start – CP – EC – RB - N3B(P) - N3(P) - FINISH

8.4 Division 1:

Course A: Start – LB – EC – RB – PP – LM – SIM - N3B(P) - N3(P) - FINISH

Course B: Start – LB – EC – RB - N3B(P) - N3(P) - FINISH.

8.5 Division 2:

Course A: Start – BB – EC – RB – PP – LM – SIM - N3B(P) - N3(P) - FINISH

Course B: Start – BB – EC – RB - N3B(P) - N3(P) - FINISH

8.6 Division 3:

Course A: Start – EC – RB – PP – LM – SIM - N3B(P) - N3(P) - FINISH

Course B: Start - EC – RB - N3B(P) - N3(P) – FINISH

The Courses are illustrated in Appendix A

9. MARKS

9.1 Mark descriptions are abbreviated as listed below:-

- BB** Yellow YA mark approximately 200m south of the Sow & Pigs Reef (“Beashel buoy”).
- CP** Y.A. mark in the vicinity of Cannae Point
- EC** YA mark 100m SW of the Eastern Channel Pile Light.
- LB** Yellow YA Buoy (spar) off northern end of Lady Bay.
- LM** Orange day-glow laid mark approximately 50m north of Shark Island Lighthouse
- N3** Naval Buoy No.3 approximately 400m NNW of Clarke Island.
- N3B** Naval Buoy No.3B approximately 100m east of N3.
- PP** Y.A. mark off Point Piper.
- RB** Y.A. mark approx 200m nor’ west of the Rose Bay red can.
- SIM** Shark Island Mark Y.A. mark approx. 5-10 metres ESE of Shark Island cardinal mark

10. AREAS THAT ARE OBSTRUCTIONS

- 10.1 **Cardinal Marks** – boats shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be continuing obstructions.
- 10.2 **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.
- 10.3 **Shark Island** – boats shall not sail between the YA Shark Island Mark (SIM) and the cardinal mark south of Shark Island in either direction. This area is prohibited and deemed to be a continuing obstruction.
- 10.4 **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 a continuing obstruction.

11. THE START

- 11.1 The Committee Boat will be 'RANSA ONE' flying the Club Burgee, or another boat, flying the Club Burgee, may be substituted.
- 11.2 Races will be started at five minute intervals as follows:

Time	Meaning	Flags Lowered	Flags Displayed
Before warning signal	Course Flags		Code flag A or Code flag B
1345	Warning Div.1 (S)		Numeral 0
1350	Prep - Div.1 (S) Warning Div.1		Code flag P Numeral 1
1355	Start - Div.1(S) Prep - Div.1 Warning Div.2	Numeral 0	Numeral 2
1400	Start - Div.1 Prep - No 2 Div Warning No 3 Div	Numeral 1	Numeral 3
1405	Start - No 2 Div Prep - No 3 Div	Numeral 2	
1410	Start - No 3 Div	Numeral 3 & Code flag P	

(Amends RRS Rule 26)

- 11.3 The starting line will be between the flagstaff on the committee boat at the Starboard end and a laid mark at the Port end. The start line will be approximately 100 metres south west of N3.
- 11.4 Boats whose warning signal has not been made shall keep clear of the area and of all boats whose warning signal has been made.
- 11.5 A boat may use prohibited propulsion after its Preparatory Signal to arrive at the Starting Line provided it ceases to use such propulsion at least 100 metres from the Starting Line, promptly makes one turn including one tack and one gybe while keeping well clear of other boats and, if the Start Signal has been made, start (Amends RRS 42).
- 11.6 A boat starting later than 10 minutes after her starting signal may be scored DNS (Amends RRS A4).
- 11.7 SINGLE-HANDED SAILING: No boat shall start unless there are two or more crew on board.

12. RECALLS

There will be no recall signal, however any boat on the course side of the starting line and not returning and restarting will be penalized at least two minutes. If possible boats will be advised by voice. (This amends RRS Rules 29 and 30.)

13. LONE STARTER

A lone starter in any division will be awarded (if she has a Block Entry) points as for first place on finishing the prescribed course of the day.

14. SHORTENED COURSE AFTER THE START:

Courses for all divisions may be shortened at any common mark. In accordance with the RRS. The Committee Boat may also display a flashing orange light.

15. THE FINISH

The finishing line will be between the flag staff on the committee boat at the starboard end and a laid mark at the port end (except where the course has been shortened after the start), approximately 400 metres NW of Clarke Island.

16. TIME LIMIT

The absolute time limit will be 1630 for all divisions. Any boat finishing after 1630 shall be scored "Did Not Finish". (This amends RRS Rule 35.)

17. ABANDONED RACES

Races abandoned for the day (Code Flag N over A) will not be resailed. (This amends RRS Rules 32, 35.)

18. SPECIAL CONDITIONS

18.1 Only a mainsail and headsails as defined in RRS 50.4 shall be used. 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.

18.2 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 race committee prior to the start of the race affected. This sailing instruction is the warning and the opportunity to correct in the terms of RRS G4. Changes RRS 77.

19. PENALTY SYSTEM

RRS 44.2 Two-Turns Penalty shall apply for breaking a rule of RRS Part 2 and RRS 44.3 Scoring Penalty for breaking any other rule.

20. PROTESTS

Protests shall be delivered to the Sailing Office no later than 1000 on the next working day following the race. Protests will be heard at a time and place to be notified by the Protest Committee. A protest may be delivered to the Sailing Office by facsimile or electronic mail.

21. ARBITRATION

21.1 At the option of the protest committee a short arbitration hearing may be heard prior to a protest hearing (affecting Rule 63). After the written protest form is properly lodged, one representative from each boat shall meet with the arbitrator, no witnesses shall be allowed.

21.2 Protests not resolved by arbitration will be lodged with the Protest Committee.

21.3 A boat that accepts fault at an arbitration hearing shall be penalised by having her race score increased by 4 points but not more than a DSQ. All other boats scores shall remain the same. Once accepted, this decision is not subject to reopening or appeal. This alters RRS 60.1, 62 and 66.

21.4 The arbitrator may be a member of any subsequent Jury or Protest Committee.

22. SCORING SYSTEM

22.1 The best seventeen of the twenty races for each boat with a Block Entry in the Wednesday Series shall be counted for her total points.

22.2 The Low Point Scoring System, RRS Appendix A, applies subject to the following amendments (Affects RRS Appendix A and Rule 90.3(b)):

- (a) *Non-Starting.* Boats that do not rank as starters will be awarded points equal to the number of block entries in the Series plus one point.

- (b) *Non-Finishing.* Boats that start and retire or are otherwise not recorded as finishers shall be awarded points equal to the number of block entry starters in the race plus one point.
- (c) *Disqualification.* Boats that are disqualified shall be awarded points equal to the number of block entries in the Series plus two points. (Amends RRS 90.3(b))
- (d) *Abandonment.* When a race is abandoned after the start and not re-sailed, boats that started shall be awarded zero points. Where a race is abandoned before the start, all boats entered shall be awarded zero points.
- (e) *Requirement for Block Entry Boats to Provide Race Officials.* The names of all boats making block entries will be balloted for duty on the committee boat to provide at least three (3) personnel to start and finish the races. Should the boat then not be able to race she shall receive points for a fourth place. This is a condition of entry for all block entry boats (Amends RRS 90.3, RRS Appendix A4.2 and RRS Appendix A5).

22.3 When there is a tie on total points between two or more boats, the tie shall be broken in favour of the boat or boats with the most first places, and when the tie remains, the most second places and so on, if necessary, for such races as count for total points. When the tie still remains, it shall stand as part of the final series results. (This affects RRS Appendix A 7 & 8.)

23. HANDICAPS

23.1 Handicaps will be performance based and will be by a time correction factor reviewed weekly. Handicaps will be available prior to each race, and will be posted on the Club notice board. The handicaps posted on the club notice board at the time of the start will be final for the race.

24. RACE RESULTS AND TROPHY PRESENTATIONS

24.1 Race results will be announced at the RANSA Clubhouse following each race. Prizes will be presented each week and crews are invited to the clubhouse before and after each race.

24.2 The award of weekly prizes for 2nd & 3rd place in each division is determined as follows; 1 to 2 starters – 1st Prize only awarded. 3 to 5 Starters – 1st & 2nd Prizes awarded. More than 5 starters 1st, 2nd & 3rd prizes will be awarded.

24.3 Winners of points score trophies will be announced at the end of the Series and the trophies will be presented at the RANSA Annual Prize Night in April 2015.

25. SPECIAL INSTRUCTIONS

25.1 The attention of any competitors involved in an accident is drawn to the accident reporting requirements of NSW Maritime See Appendix A. - NSW Maritime Requirements attached to this Notice of Race.

25.2 Competitors are 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 Maritime. RANSA is required under the terms of its Aquatic Licence to prepare a report of all contact incidents occurring during racing whether or not injury or an insurance claim results.

25.3 Competitors must remain at least 200 metres clear ahead and 30 metres from the sides and stern of all Ferries, Major Shipping and Naval shipping. See Appendix B. - NSW Maritime Requirements attached to this Notice of Race.

25.3.1 Boats must not interfere with the Commercial or Defence Shipping of the Port. The attention of skippers is drawn to NSW Maritime Authority Special Regulations regarding right of way of vessels entering and leaving port, ferries displaying an orange diamond, and vessels engaged in towing. Attention is drawn to International Regulations for Preventing Collisions at Sea. Boats found to have interfered with commercial or Defence shipping shall be disqualified. A boat shall be responsible for any damage it may cause to Navigation Marks in the Port and shall in the event of such damage report the incident to NSW Maritime.

25.4 All boats must abide by lawful traffic directions of NSW 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.

25.5 Any boats reported by NSW Maritime as having contravened NSW Maritime regulations shall be disqualified without a hearing (amends RRS 63.1).

Appendix A

