



1. RULES

- 1.1 All racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS) of World Sailing and the Australian Sailing (AS) Special Regulations except as amended herein or in the notice of race.
- 1.2 The notation '(NP)' in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1. '(DP)' denotes a rule for which the penalty is at the discretion of the protest committee.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be posted on the SHR Online Notice Board.
- 2.2 A list of entries will be available to all entrants and copies will be posted on the RSYS website no later than two (2) hours before the start of the event.

3. CHANGES TO CALENDAR OF EVENTS AND SAILING INSTRUCTIONS

- 3.1 Any change to the sailing instructions will be posted by 1000hrs on the day it will take effect. Any change to the schedule of races will be posted by 1800hrs on the day before it will take effect.

4. SPECIAL SIGNALS

- 4.1 The display of **Code flag 3rd substitute** - indicates a verbale amendment to the sailing instructions has been issued by the race officer.

5. SCHEDULE OF RACES

- 5.1 **Saturday 7 March VX-One, Sunday 8 March VX-One and Cavalier 28 fleet.**

- 5.2 The scheduled time of the warning signal for the first race in each class will be:

- **VX-One: 1230 hours**
- **Cavalier 28: 1235 hours**

- 5.3 The class flag for the VX-One will be white flags with the class logo.

- 5.4 The class flag for the Cavalier 28 fleet will be international **code flag 'Q'**.

- 5.5 Up to three (3) races are scheduled for each of the VX-One and Cavalier 28 fleets.

- 5.6 After the start of the first race of each day all other races will start as soon as practicable after completion of the previous race.

6. RACING AREA

- 6.1 Racing will be on the waters of Port Jackson (Sydney Harbour) with a designate starting area located off Taylor Bay.



7. THE COURSE

7.1 The diagram below shows the approximate course configuration. Mark 1 will be to windward of marks 3P/3S, and mark 1a will be an offset mark approximately 50 metres from mark 1. Marks 2 and 2a will be to leeward of marks 1 and 1a, and mark 2a will be an offset mark approximately 50 metres from mark 2. Marks 3P/3S are a gate and will be approximately 50m to windward of the starting and finishing lines. The diagram shown is not drawn to scale.

7.2 COURSE DESCRIPTIONS for **VX-One**

7.2.1 One Lap

START – 1 – 1a – FINISH

7.2.2 Two Laps

START – 1 – 1a – 3P/3S – 1 – 1a – FINISH

7.2.3 Three Laps

START – 1 – 1a – 3P/3S – 1 – 1a – 3P/3S – 1 – 1a – FINISH

7.3 COURSE DESCRIPTIONS for **Cavalier 28**

7.3.1 One Lap

START – 2 – 2a – FINISH

7.3.2 Two Laps

START – 2 – 2a – 3P/3S – 2 – 2a – FINISH

7.3.3 Three Laps

START – 2 – 2a – 3P/3S – 2 – 2a – 3P/3S – 2 – 2a – FINISH

7.4 Marks 1, 1a, 2 and 2a shall be left to port.

7.5 In the event that mark 1a or mark 2a is not in place, boats shall leave the single mark to port.

7.6 Marks 3P/3S are a gate. When a boat passes through the gate it shall leave either mark 3P to port or mark 3S to starboard.

7.7 In the event that either mark 3P or mark 3S is not in place, boats shall leave the single mark to port.

7.8 Number of laps – the number of laps shall be indicated by the corresponding numeral pennant displayed no later than the warning signal for each race.

7.9 The approximate compass bearing of the first leg will be displayed no later than the warning signal for each race.

8. MARKS

8.1 Marks 1, 1a, 3P and 3S will be yellow inflatable marks with the lettering RSYS.

8.2 Marks 2 and 2a will be an orange inflatable marks with the lettering RSYS.

8.3 The start and finish marks will be black and white checked inflatable marks with the lettering RSYS.

8.4 New marks as provided in clause 13 will be yellow or orange inflatable marks with the lettering RSYS and black bands.

9. AREAS THAT ARE OBSTRUCTIONS

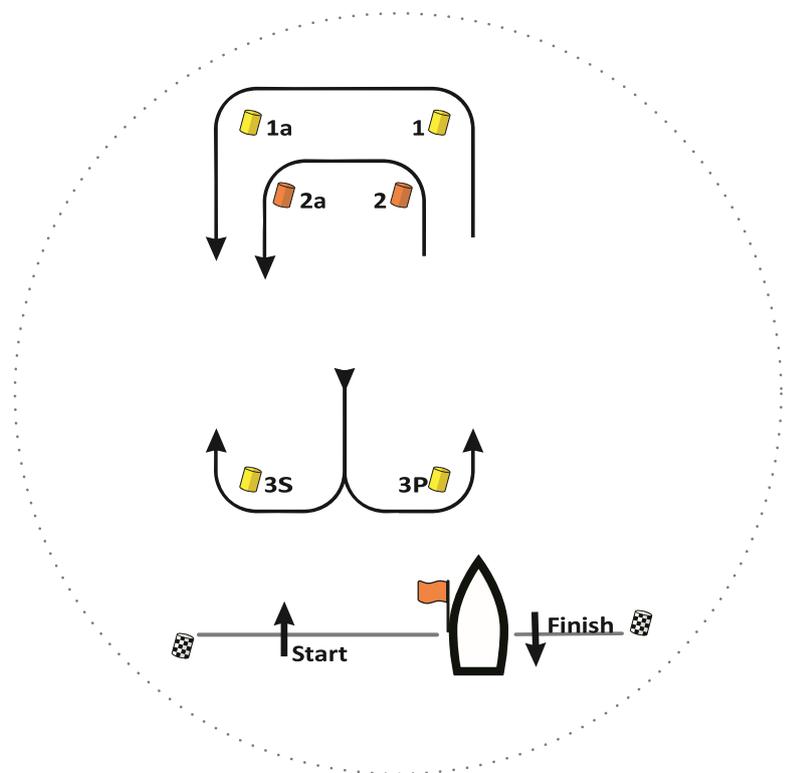
9.1 (NP) (DP) The following areas are prohibited and deemed to be continuing obstructions. Boats infringing this rule will be subject to protest:

(a) **Other Starting and Finishing Lines** – the starting or finishing line of another class or division or another club's race.

(b) **Cardinal Marks** – the areas bounded by cardinal marks.

(c) **Moorings** – mooring areas. Naval and shipping moorings are excluded from this clause.

(d) **Shark Island** – the areas between the AS Shark Island Mark (SM) and Shark Island or between Shark Island and the Shark Island Light north of Shark Island. .





- (e) **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.

10. ASSISTANCE IN RECORDING STARTERS

- 10.1 Boats are requested to sail past the starboard side of the committee vessel prior to their starting sequence for their first race to assist identification of starters in all events. In so doing, boats must keep clear of boats already in their starting sequence or in the process of finishing.

11. THE START

- 11.1 The starting line will be between the staff displaying an orange flag on the race committee vessel at the starboard end of the line and the course side of the start mark at the port end.
- 11.2 The start sequence for each class in each race will be a separate procedure. The race committee may advise over VHF channel 74 starting times and sequences prior to the warning signals for races.
- 11.3 The race committee may change the line by moving one of the starting line marks up to the lowering of the preparatory flag. This changes RRS 27.2.
- 11.4 A boat starting later than (4) minutes after her starting signal may at the discretion of the race committee be scored DNS.
- 11.5 (DP) Boats whose warning signal has not been made shall keep clear of the starting area.
- 11.6 There may be more than one RSYS committee vessel on the water. It is the obligation of each skipper to identify the location of the mini regatta committee vessel. A course **Area D flag** may be displayed to identify the mini regatta race committee vessel.
- 11.7 At least five (5) boats from a class will be ready to start each race or racing for that class may be abandoned for the day.
- 11.8 The Race Committee reserves the right to add, delete or merge a division at its discretion. Competitors will be advised via VHF channel 74.

12. RECALLS

- 12.1 The race committee may advise individual and general recalls over **VHF channel 74**. This changes RRS 29.
- 12.2 When a black flag or flag U has been displayed, and there is no general recall, any boat identified as BFD or UFD may be advised on VHF channel 74. This changes RRS 30.3 and 30.4.
- 12.3 Any error or omission in the advice referred to in clauses 12.1 and 12.2 above will not be grounds for protest or redress.

13. CHANGE OF THE NEXT LEG OF THE COURSE

- 13.1 The race committee may change the position of the next mark in accordance with RRS 33 subject to the amendments in clauses 13.2 and 13.3.
- 13.2 When the next leg of the course is changed, the race committee will lay a new mark(s) as described in clause 8.4 and remove the original mark(s) as soon as practicable.
- 13.3 In the event that the position of Mark 1 or Mark 2 is changed, Marks 1 and 1a may be replaced by a new single Mark 1, and Marks 2 and 2a may be replaced by a new single Mark 2. Boats will round the new Mark 1 or Mark 2 as appropriate and proceed directly to Marks 3P/3S or to the finishing line as appropriate. Similarly, in the event that the position of Marks 3P/3S is changed and there is only one new mark in place, boats shall leave the single mark to port.

14. RETIREMENT

- 14.1 (DP) Boats which retire from a race before finishing are required to notify the race committee by direct contact or on VHF channel 74 or by phoning the Sailing Office on 9017 0152.

15. THE FINISH

- 15.1 The finishing line will be between the staff displaying a blue flag on the committee vessel and the course side of the finish mark.
- 15.2 When the committee vessel is on station, it will be on the starboard end of the line when viewed from Mark 1a or Mark 2a.

16. TIME LIMIT

- 16.1 The absolute time limit for all races will be 90 minutes. Any boat finishing after this time will be scored DNF.



- 16.2 If one boat finishes within the time limit, all boats that have started and not finished by the time limit will be scored DNF. This changes RRS 35.
- 17. PROTESTS AND REQUESTS FOR REDRESS**
- 17.1 Protests shall be lodged at the MHYC Office within 90 minutes of the finish time of the last boat in the protesting boat's Class or Division in the last race of the day or the race committee for that course area signals 'no more racing today'. Protest forms are available from the MHYC Regatta Office or online on the event website. Protests may be lodged in person or by email to sailing@mhyc.com.au.
- 17.2 Notification of the details of protest hearings will be placed on the Official Notice Board as soon as possible to inform competitors when there is a hearing in which they are parties to a protest or named as a witness. All hearings shall take place in the Commodore's Room at MHYC. These notices are deemed to fulfil the requirements of RRS 63.1. Representatives of boats who are parties to hearings, and their witnesses, are advised to remain on call in the vicinity of the MHYC (or any other place as directed by the protest committee).
- 17.3 In accordance with RRS 60.5(c), for a breach of a rule of RRS Part 2, the protest committee may award a disqualification or a scoring penalty. For all other rules the penalty shall be at the discretion of the protest committee which may include no penalty.
- 18. ARBITRATION**
- 18.1 For protests involving an alleged breach of the rules of Part 2 of the RRS, an arbitration hearing may be held prior to a protest hearing in accordance with RRS Appendix T.
- 18.2 The arbitrator may be a member of any subsequent protest committee or may observe and give testimony to the protest committee. This changes RRS 63.3(a)
- 19. SCORING**
- As per the SHR General Sailing Instructions.
- 20. DISCLAIMER OF LIABILITY**
- 20.1 All those taking part in races conducted by the Organising Authority do so at their own risk and responsibility.
- 20.2 The Organising Authority is not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment.
- 20.3 The Organising Authority is not responsible for any damage or injury, either ashore or at sea to persons or yachts which might result from participating in races conducted by the club.
- 20.4 Attention is drawn to RRS 3: decision to race: "the responsibility for a boat's decision to participate in a race or to continue racing is hers alone."