



34TH SYDNEY SHORT OCEAN RACING CHAMPIONSHIP

Saturday 26th November & Sunday 27th November 2011

SAILING INSTRUCTIONS

IRC / PHS CLASS SERIES

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SYDNEY 38 ONE DESIGN CLASS SERIES

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Supporting Partners

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34TH SYDNEY SHORT OCEAN RACING CHAMPIONSHIP

1.0 RULES

- 1.1 The races will be governed by the rules as defined in the
- i) 2009 – 2012 Racing Rules of Sailing (RRS) of the International Sailing Federation (ISAF),
 - ii) Special Regulations of Yachting Australia (YA),
 - iii) the IRC rule (parts 1, 2 & 3) where applicable,
- and all as modified by these Sailing Instructions.
- 1.2 RRS 50.2 and 50.3 are amended to permit boats to tack spinnakers to bowsprits or bow poles.
- 1.3 Pennants, boom stickers and hull decals may be provided by the event sponsors. If provided, pennants shall be flown from the backstay at all times whilst racing, boom stickers shall be attached to the boom and hull decals shall be attached to the topsides approximately one metre from the bow. Boats failing to comply with this may be protested by the Race Committee only. This alters RRS 60.1 and 60.3.

2.0 NOTICES TO COMPETITORS

- 2.1 Notices to Competitors will be posted on the Official Notice Board located in the Breezeway adjacent to the Main Office of the Middle Harbour Yacht Club. Copies may also be available from the CYCA Sailing Office and Committee Vessel MV “Hugh S George”.
- 2.2 The Race Committee may broadcast the course to be sailed, names/sail numbers of OCS boats, and/or other information of interest to competitors on VHF channel 77. Any failure of, or defect in, such a broadcast will not be grounds for redress. This alters RRS 60.1 and 62.

3.0 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted before 0800 on the day it will take effect except that any change to the schedule of races will be posted prior to 1800 hours on the day before it will take effect.
- 3.2 Changes to the Sailing Instructions made afloat will be indicated by the display of Code Flag 3rd Substitute accompanied by two sound signals. The change will be communicated orally on the designated course VHF channel and/or in writing.
- 3.3 Competitors are able to communicate with the MHYC Race Office from 0730 hours on Saturday and Sunday mornings to confirm the location of the day’s racing and to arrange for the receipt of any amendments. The telephone number is (02) 9969 1244.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the Signal Mast of the MHYC Starters Box located on the North Western perimeter of the Club Premises.
- 4.2 When a signal is displayed over a class flag, it shall apply to that class only.
- 4.3 Code Flag “AP” (Answering Pendant), with two sounds (one sound when lowered) means, “The race is postponed. The Warning Signal will be made not less than 60 minutes after this signal is lowered”. (This changes RRS Race Signals “AP”).

5.0 SCHEDULE OF RACES

- 5.1 Four (4) Races are scheduled for each of the IRC, PHS and Sydney 38 One Design Classes.

Saturday 26th November

Date	Class	Event	Time	Location
Saturday 26 th November	IRC and PHS Class Division 1, 2 & 3	Race 1 - Warning Signal (Passage Race)	1155 hrs	Sydney Harbour and Tasman Sea
Saturday 26 th November	Sydney 38 OD Class	Race 1 - Warning Signal (Passage Race)	1205hrs	Sydney Harbour and Tasman Sea

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Sunday 27th November

Date	Class	Event	Time	Location
Sunday 27 th November	IRC and PHS Class Division 1	Race 2 - Warning Signal (W/L or Triangle)	1055hrs	As per SI 6.2
Sunday 27 th November	IRC and PHS Class Division 2	Race 2 - Warning Signal (W/L or Triangle)	1100hrs	As per SI 6.2
Sunday 27 th November	Sydney 38 OD Class	Race 2 - Warning Signal (W/L)	1105hrs	As per SI 6.2
Sunday 27 th November	IRC and PHS Class Division 3	Race 2 - Warning Signal (W/L or Triangle)	1110hrs	As per SI 6.2
Sunday 27 th November	IRC and PHS Class Division 1	Races 3 & 4 - Warning Signal(W/L or Triangle)	asap after preceding race	As per SI 6.2
Sunday 27 th November	IRC and PHS Class Division 2	Races 3 & 4 - Warning Signal(W/L or Triangle)	asap after preceding race	As per SI 6.2
Sunday 27 th November	Sydney 38 OD Class	Races 3 & 4 - Warning Signal(W/L)	asap after preceding race	As per SI 6.2
Sunday 27 th November	IRC and PHS Class Division 3	Races 3 & 4 - Warning Signal(W/L or Triangle)	asap after preceding race	As per SI 6.2

The Race Committee may change this schedule at any time.

5.2 On Sunday 27th November no Warning Signal shall be made after 1530 hours.

6.0 RACING AREA

6.1 Racing will be conducted; on the waters of Sydney Harbour, the Tasman Sea between Pittwater and Botany Bay and the waters of Botany Bay.

6.2 The racing area on Sunday 27th November will be the Manly Circle or Macquarie Circle off Sydney and will be indicated by a Notice posted by 0900 hrs on the Official Notice Board.

7.0 COURSES

7.1 Courses are described in Appendix A attached.

7.2 Appendix "A" details the location of the start, the course to be sailed, the order in which marks are to be rounded or passed, the side on which each mark is to be rounded, the approximate distances and the location of the finish.

7.3 The course will be displayed on a course board from the Committee Vessel at or before the Warning Signal. The Course Axis, if applicable, will be displayed on an axis board at or before the Warning Signal from the Committee Vessel.

7.4 Charts AUS200, AUS197 and AUS198 cover the Course Areas for this Regatta.

MIDDLE HARBOUR YACHT CLUB

8.0 REPORTING

- 8.1 Competing boats shall report to Committee Vessel MV "Hugh S. George" a white 36' Motor Vessel, prior to the Warning Signal of the first race each day, on starboard tack with mainsail hoisted, to confirm their intention to race. Boats which cannot be identified prior to the Warning Signal may be scored DNC.

9.0 CLASS FLAGS

- 9.1 The Class flags will be:

IRC & PHS Class - Division 1	"D"
IRC & PHS Class - Division 2	"E"
Sydney 38 OD Class	"F"
IRC & PHS Class - Division 3	"G"

10.0 THE START

- 10.1 The Starting Line for Passages Races will be located in the vicinity of Shark Island.
- 10.2 The Start area for Windward / Leeward and Triangular races will be advised in accordance with SI 6.2.
- 10.3 The Starting Line will be between the Committee Vessel Flag Mast flying a Red Flag (with "MHYC" in white letters) and a Yellow conical inflatable buoy.
- 10.4 A boat shall not start later than ten (10) minutes after her starting signal.
- 10.5 A boat may use prohibited propulsion after its Preparatory Signal to arrive at the Start Line, provided it shall cease using such propulsion 100 meters from the Start Line. It shall immediately carry out a 360° turn while keeping clear of all other boats, and if the Start Signal has been made, start.
- 10.6 The Committee Vessel may hold position using engines. This shall not be grounds for redress and amends RRS 60, 61, 62, 63 & 64.
- 10.7 A Committee Vessel, flying the MHYC Burgee, may be positioned on the start line extensions at the port end and/or the starboard end.

11.0 FINISH LINE

- 11.1 The Finish Line for Passage Races will be located in the vicinity of Watsons Bay.
- 11.2 The Finishing Line will be between the Committee Vessel Flag Mast flying a Red Flag (with "MHYC" in white letters) and a Yellow conical inflatable buoy, at the Eastern End of the Finish Line.
- 11.3 The Race Committee Vessel may hold station using engines; this shall not be the subject of Protest, Redress or Appeal. This shall not be grounds for redress and amends RRS 60, 61, 62, 63 & 64.

12.0 TIME LIMIT

- 12.1 The Time Limit for passage races shall be seven (7) hours. The Time Limit for Windward/ Leeward and Triangular races shall be 2.5 hours.
- 12.2 Any boat still racing when her Time Limit expires will be scored points equal to the number of boats finishing within the time limit plus 30% of the number of starters rounded to the nearest whole number, but no more points than the number of starters. Such boats will be scored Time Limit Expired (TLE). This changes RRS 35, A4.2 and A5.

13.0 PROTESTS

- 13.1 Protests shall be written on forms available from the MHYC or CYCA Race Offices and lodged with or faxed to MHYC (9969 3326) no later than two (2) hours after the protesting boat's finish time in the last race of the day.
- 13.2 The Protest Committee will hear Protests in the approximate order of receipt as soon as possible in the Commodores Room at MHYC.
- 13.3 Protest notices will be posted on the Official Notice Board (refer NoR 2.1) at MHYC within 30 minutes of the end of protest time limit to inform competitors where and when there is a hearing in which they are parties to a hearing or named as witnesses. This notice fulfills the requirements of the RRS 61 to notify parties to a protest of the hearing time.

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- 13.4 RRS 66 is changed by adding: "On the last day of racing, a party to the hearing may ask for a reopening no later than 20 minutes after being informed of the decision. If the party was informed of the decision on the previous day it shall ask for a reopening no later than the time limit for protests."
- 13.5 In accordance with RRS 64.1(a), for a breach of a rule of RRS Part 2, the Jury may award a disqualification or a time penalty. For all other rules the penalty shall be at the discretion of the Jury which may include no penalty.

14.0 MEDIATION

- 14.1 For protests involving an alleged breach of a rule of RRS Part 2, a short mediation hearing may be held prior to a protest hearing. This changes Part 5, Section B.
- 14.2 After a written protest is lodged, one representative from each boat will meet with the mediator. No witnesses will be permitted at this hearing.
- 14.3 A boat that accepts fault at a mediation hearing will be penalised by having her race score increased by 25% of the difference between the boats finishing score and the score for DSQ in her division or class, rounded to the nearest whole number. All other boats scores will remain the same. Once accepted, this decision is not subject to reopening or appeal. This alters RRS 63, 64.1(a), 66 and Appendix A.
- 14.4 The acceptance of a mediator's opinion cannot be grounds for redress or reopening. This changes RRS 60.1,62 and 66.
- 14.5 The mediator may be a member of any subsequent Jury or may observe and give testimony to the Jury.

15.0 POINTSCORE SERIES AND SCORING

- 15.1 The Low Point Scoring System, Rule A4, will apply. Four (4) races are scheduled for the IRC and PHS Class and the Sydney 38 One Design Class entrants, of which One (1) race shall be completed to constitute a series. There shall be no discards and a boat's total score will be the sum of her scores for all races completed.
- 15.2 IRC Class: results shall be decided by the application of Time Correction Factors (TCCs) to elapsed times. Each boat's corrected time shall be established by multiplying its appropriate TCC by its elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first and so on.
- 15.3 IRC Handicaps will be the TCC recorded on each boat's 2011 IRC Certificate.
- 15.4 PHS Class: results shall be decided by the application of Time Correction Factor (TCF) to elapsed times. PHS Handicaps shall be arbitrarily allocated by the Organising Authority and shall not be the Subject of Protest, Dispute or Redress. (amends RRS 60.1 and 62.1(a)).
The boat with the lowest corrected time (after application of scoring penalties, if any) in each class will be scored first for each race scheduled. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first and so on.
- 15.5 Sydney 38 One Design Class: results shall be decided by the boat with the lowest elapsed time (after application of scoring penalties, if any) being scored first.

16.0 RESULTS

- 16.1 Results will be posted on the Regatta Notice Board as soon as practicable after the last yacht in each Class finishes the last race each day.
Results may also be posted to the Event Website: www.ssorc.mhyc.com.au

17.0 PRESENTATION, LIVE ENTERTAINMENT & RESULTS

- 17.1 Trophies/Prizes will be awarded to place getters at a presentation to be held at MHYC at approximately 1800 on Sunday 27th November 2011. Post race live entertainment and beach party will commence from 1600hrs. The presentation may be delayed to accommodate the resolution of any outstanding protests. The John Hurley Memorial "Gun Boat Perpetual Trophy", will be awarded to the fastest yacht in IRC Class Division One with a combined elapsed time of all races.

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18.0 DISCLAIMER OF LIABILITY

18.1 Competitors participate in the event entirely at their own risk and responsibility. By entering this event Crew members must acknowledge this, and release the Organising Authority and its officers, employees, volunteers and members, from all liability.

Specific attention is drawn to RRS Fundamental Rule 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 will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

By participating in a Race in this event, each member of the crew of a yacht in such races agrees to be governed by these regulations and to accept any penalties assessed thereunder or any other action as may be taken thereunder, subject to the appeal and review procedures as provided in the RRS as a final determination of any matter arising under these Regulations and agrees not to resort to a court or tribunal not provided herein with respect to such determination.

19.0 COMMERCIAL SHIPPING

19.1 Boats shall 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 orange diamonds, 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 may be subject to action under RRS 60.2(c). Boats are 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.

19.2 The attention of all Competitors is drawn to NSW Maritime Authority Brief and, Ship & Ferry Activated Shipping Zone, Appendix B attached, in respect of Competitors interaction with Commercial Shipping and Ferries on Sydney Harbour. Compliance with this requirement is mandatory.

19.3 Competing boats and crew are deemed by these Sailing Instructions to be advised of NSW Maritime Requirements issued in these Sailing Instructions. The Organising Authority advises that boats breaching these requirements will be subject to action under RRS Part 5, Section A.

20.0 OBSTRUCTIONS AND PROHIBITED AREAS

20.1 For the purpose of RRS 19 and 20 the following are continuous obstructions and prohibited areas;

1) The area bounded by imaginary lines joining the West, South and East Cardinal Marks surrounding Gowlland Bombora.

2) The area bounded by imaginary lines joining the North, East, South and West Cardinal marks surrounding Sow & Pigs Reef.

3) The non safe water side of a Cardinal Mark.

4) The Area between YA Mark Shark Island and Shark Island.

20.2 A boat shall not sail into a prohibited area designated in SI 20.1.

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APPENDIX “A” – PASSAGE COURSES

Course 1 17.0 nm approximately

COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Lady Bay	Lady Bay Channel Marker, approx, 33°50.0 - 151°16.6	Starboard
Long Reef	Orange conical mark, approx, 33°44.5 - 151°20.9	Port
Finishing Line	In the vicinity of Watsons Bay	

Course 2 18.0 nm approximately

COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Lady Bay	Lady Bay Channel Marker, approx, 33°50.0 - 151°16.6	Starboard
Long Reef	Orange conical mark, approx, 33°44.5 - 151°24.2	Port
Finishing Line	In the vicinity of Watsons Bay	

Course 3 19.0 nm approximately

COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Lady Bay	Lady Bay Channel Marker, approx, 33°50.0 - 151°16.6	Starboard
Coogee Bay	Orange conical mark, approx, 33°55.5 - 151°17.8	Port
Finishing Line	In the vicinity of Watsons Bay	

Course 4 25.0 nm approximately

COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Lady Bay	Lady Bay Channel Marker, approx, 33°50.0 - 151°16.6	Starboard
Botany Bay	Red Port Lateral Mark, located approximately 33°59.8'S - 151°13.2'E	Starboard
Finishing Line	In the vicinity of Watsons Bay	

Course 5 19.0 nm approximately

COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Lady Bay	Lady Bay Channel Marker, approx, 33°50.0 - 151°16.6	Starboard
Laid Mark	Orange conical mark, 8.0 nm from North head, on a bearing displayed by the Committee Vessel	Port
Finishing Line	In the vicinity of Watsons Bay	

Course 6 26.0 nm approximately

COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Lady Bay	Lady Bay Channel Marker, approx, 33°50.0 - 151°16.6	Starboard
Laid Mark	Orange conical mark, 12.0 nm from North head, on a bearing displayed by the Committee Vessel	Port
Finishing Line	In the vicinity of Watsons Bay	

Course 7 19 nm approximately (Alternate & Heavy Weather Harbour Course)

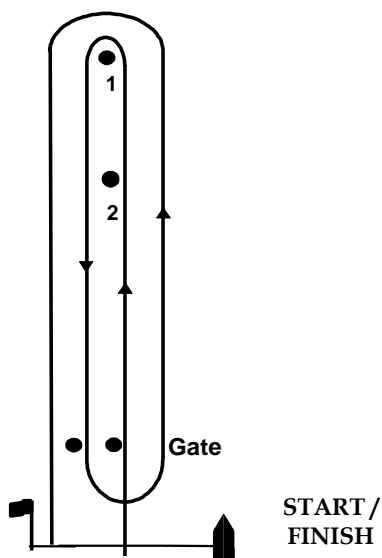
COURSE MARK	MARK DESCRIPTION	REQUIRED SIDE
Starting Line	In the vicinity of Shark Island	
Clarke Island	Southern Sydney Harbour	Starboard
Manly West	YA Mark Yellow Spar Mark	Starboard
Manly East	YA Mark Yellow Spar Mark	Starboard
Fort Denison	Southern Sydney Harbour	Starboard
Manly West	YA Mark Yellow Spar Mark	Starboard
Manly East	YA Mark Yellow Spar Mark	Starboard
Shark Island	YA Mark Yellow Spar Mark	Starboard
Finishing Line	In the vicinity of Watsons Bay	

APPENDIX “A” – WINDWARD / LEEWARD & TRIANGULAR COURSES

- A 1 The following course descriptions lists the order in which marks are to be passed and the side each mark is to be rounded.
- A 2 The course to be sailed for each class will be signalled by a Numeral Board displayed from the committee vessel. The course to be sailed may also be broadcast on the designated course VHF Channel.
- A 3 A board displaying the approximate compass bearing from the committee vessel to Mark 1 will be displayed from the committee vessel.
- A 4 Mark 1 will be laid to windward of the starting line.
- A 5 The Gate will be laid approximately 50 metres to windward of the starting line. (Note: The Gate may be laid after the starting signal).
If only one Gate mark is set, yachts shall round that mark to port.
- A 6 For a change of course or length of one leg the race committee will move the original mark (or marks or finishing line) or will lay a new mark (or marks) identical to the original at the new position. Any subsequent marks may be relocated to maintain the original course configuration.

WINDWARD / LEEWARD COURSES

COURSE MARK	MARK DESCRIPTION
Start / Finish Mark	Yellow conical inflatable buoy
Mark 1	Yellow conical inflatable buoy
Mark 2	Orange conical inflatable buoy
Gate	Orange conical inflatable buoy

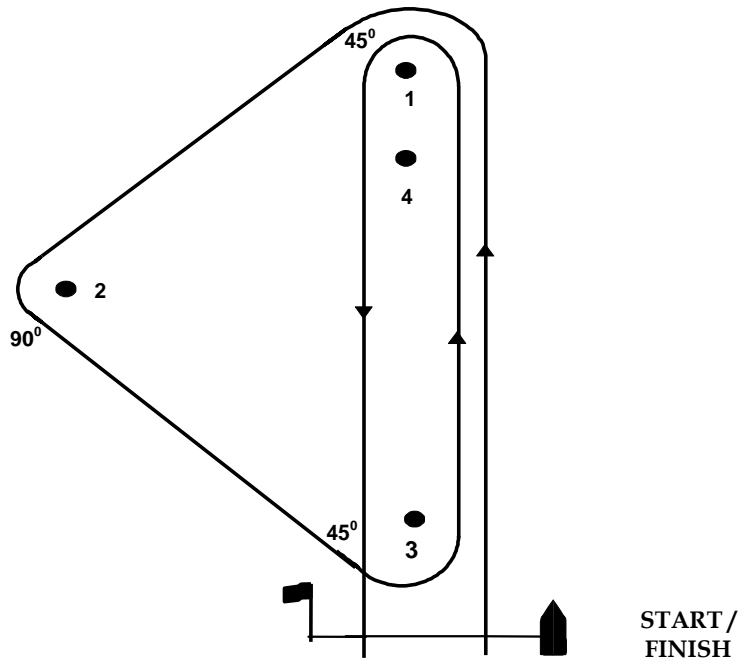


COURSE SIGNAL	COURSE CONFIGURATION
	All Marks to PORT except the gate which may be rounded to Port or to Starboard
1	Start – 1 – Finish
2	Start – 1 – Gate – 1 – Finish
3	Start – 1 – Gate – 1 – Gate – 1 – Finish
4	Start – 2 – Finish
5	Start – 2 – Gate – 2 – Finish
6	Start – 2 – Gate – 2 – Gate – 2 – Finish

APPENDIX "A" – WINDWARD / LEEWARD & TRIANGULAR COURSES

TRIANGULAR COURSES

COURSE MARK	MARK DESCRIPTION
Start / Finish Mark	Yellow conical inflatable buoy
Mark 1	Yellow conical inflatable buoy
Mark 4	Orange conical inflatable buoy
Mark 2	Orange conical inflatable buoy
Mark 3	Orange conical inflatable buoy



A 7 The triangle formed by Marks 1, 2 & 3 is a right angled triangle with the angle at mark 2 approximately 90 degrees.

COURSE SIGNAL	COURSE CONFIGURATION All Marks to PORT
7	Start – 1 – 2 – 3 – 1 – Finish
8	Start – 1 – 2 – 3 – 1 – 3 – 1 – Finish
9	Start – 1 – 2 – 3 – 1 – 2 – Finish
10	Start – 4 – 2 – 3 – 4 – Finish
11	Start – 4 – 2 – 3 – 4 – 3 – 4 – Finish
12	Start – 4 – 2 – 3 – 4 – 2 – Finish

APPENDIX "B"

REPORTING MARINE ACCIDENTS AND THE MARINE SAFETY ACT 1998 AND THE MARINE SAFETY (GENERAL) REGULATIONS 2009.

The provisions of the Marine Safety Act 1998 (the Act) came into operation on the 30th March 2009. The Marine Safety (General) Regulations 2009, (The Regulations) also came into force on the 30th March 2009.

They may be accessed at www.legislation.nsw.gov.au

The Act and Regulations replace the obligation under section 30G of the Maritime Services Act 1935 to report marine accidents involving death or injury or damage exceeding \$100.

The Act and Regulations also replace the provisions of a Memorandum of Understanding between NSW Maritime and Yachting NSW which related to collisions between racing vessels. The MoU was not widely circulated or understood by Clubs.

Under section 99 (1) of the Act a master and owner have an obligation to report a marine accident.

Regulation 96 sets out the conditions where a report is not required, and is therefore required in all other circumstances, and substantially changes the reporting requirements. It has particular relevance to racing boats competing subject to an Aquatic Licence granted to a Club.

Three separate situations are referred to in Regulation 96 and these are set out in the following Table and state the conditions where a report IS required.

Types of vessels involved	Conditions for reporting
Vessels two or more ALL of which are NOT racing.	Fatality or personal injury or Damage exceeds \$5000
Vessels two or more of which ALL are racing	Fatality or personal injury or Damage exceeds \$5000
Vessels one of which is racing and one of which is not racing	Fatality or personal injury or Damage exceeds \$5000

NSW Maritime Yacht Person's Brief & Ship & Ferry Activated Exclusion Zone

- 1) Be Safe!
- 2) Observe NSW Collision regulations and in particular Rule 1 (b) and Rule 2(a)(b) ie:
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 which may be required by the ordinary practice of seamen, or by the special circumstances of the case.
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.
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.

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- 3) Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary give priority to the Ferry. Pass well clear of the ferry.
- 4) 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 200-400 m from the bows of very large ships.

5) Shipping Sound Signal

Meanings:

One short blast -

I am altering course to starboard (right)

Two short blasts -

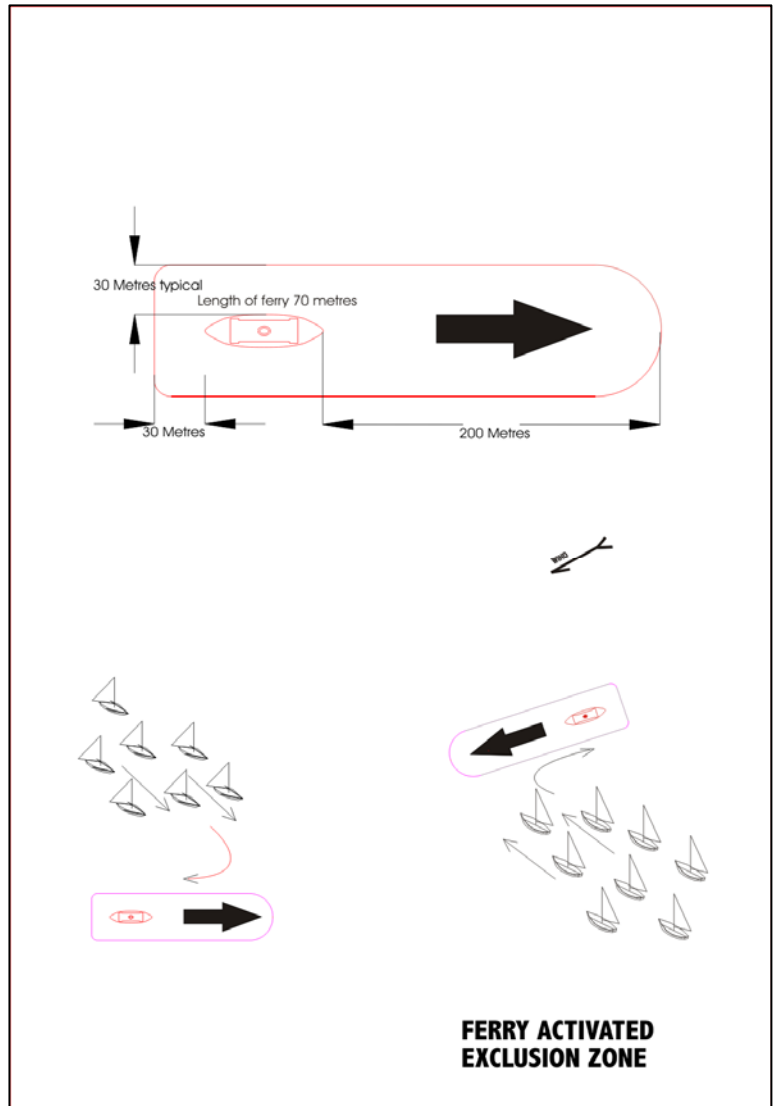
I am altering course to port (left)

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.

All competitors must keep 200m from the bow and at least 30m from the sides/stern of any ship or ferry underway.





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Event Website

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Supporting Partners

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