

SAILING INSTRUCTIONS

FOR THE

2008 TRANS TASMAN CHALLENGE

2-4 May 2008

**CONDUCTED BY THE ORGANISING AUTHORITY
ROYAL SYDNEY YACHT SQUADRON
IN ASSOCIATION WITH THE
CLANSMAN ASSOCIATION
AND THE
NSW DRAGON ASSOCIATION**

2008 Trans Tasman Challenge

Sailing Instructions

The Organising Authority is Royal Sydney Yacht Squadron (RSYS).

1. RULES

- 1.1 All races shall be governed by the current *rules* as defined in *The Racing Rules of Sailing 2005-2008* (RRS) of the International Sailing Federation (ISAF) as amended.

In the event of conflict between any of the rules or regulations, the Sailing Instructions will prevail.

- 1.2 The Regatta is classified Category C, in accordance with RRS Section II, Appendix 1 of the ISAF Advertising Code.

2. BOATS AND BOAT DRAW

- 2.1 Boats shall be provided for the Royal New Zealand Yacht Squadron (RNZYS) team competitors, who shall not modify them or cause them to be modified in any way except that :

- A compass may be tied or taped to the hull or spars.
- Wind indicators may be tied or taped anywhere on the boat.
- Adhesive tape may be used anywhere above the water line.

- 2.2 A roster for the allocation of boats for the RNZYS and RSYS teams shall be placed on the Official Notice Board by 0900 Friday 2 May 2008.

- 2.3 A youth team consisting of three people under the age of 21 years from each club will conduct a mini match racing series in Elliott class boats. Sailing Instructions for the mini match racing series will be provided separately.

3. REGATTA OFFICE

- 3.1 The Regatta Office will be the Royal Sydney Yacht Squadron Sailing Office situated at:

Address: 33 Peel Street, Kirribilli

Fax: 9955 3404

Telephone: (02) 9017 0152

Email: sailing@rsys.com.au

- 3.2 Notices to the competitors will be posted on the Official Notice Board located underneath the RSYS Careening Cove stairs.

4. CHANGES TO SAILING INSTRUCTIONS

- 4.1 Any change to the Sailing Instructions will be posted on the Official Notice Board by 0900 hours on the day it will take effect and signaled as per RRS Race Signals, except that any change to the schedule of races will be posted by 1800 hours on the day before it will take effect.

- 4.2 After this time, any change to the Sailing Instructions will be indicated by displaying code flag "3rd Substitute" on the Committee Vessel.

5. SIGNALS MADE ASHORE

- 5.1 All signals made ashore will be displayed on the RSYS Club flagmast located on the RSYS lawn.

- 5.2 Flag "AP" with two sounds indicated the race is postponed. The first Warning Signal will be made not less than thirty (30) minutes after the AP is lowered. (Amends RRS Race Signals)

6. SCHEDULE OF EVENTS

- 6.1 The schedule of events including the scheduled times of the Warning Signals is as follows:

Date	Event	Time
2/05/08	Competitors' Briefing	0900
2/05/08	Race 1	1055
2/05/08	Race 2	As soon as practicable after Race 1
2/05/08	Race 3	As soon as practicable after Race 2
3/05/08	Race 4	1055
3/05/08	Race 5	As soon as practicable after Race 4
3/05/08	Race 6	As soon as practicable after Race 5
4/05/08	Race 7	1055
4/05/08	Race 8	As soon as practicable after Race 7

6.2 Subject to the prevailing weather conditions, any race not completed may be re-sailed as soon as possible at the discretion of the Race Committee, but no Warning Signal will be later than 1600 hours Sunday 4 May 2008.

7. SIGNAL FLAGS AND PENNANTS

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

7.2 The Race Committee Vessel may be identified by an orange "REGATTA" banner displayed on the front of the fly-bridge. The Committee Vessel may also display the RSYS Race Committee Burgee. This burgee is the RSYS burgee with a white border.

7.3 When Code Flag F is displayed from the Race Committee Vessel before or with the Warning Signal, boats shall not fly spinnakers during that race. Headsails may be poled out but must be tacked to the foot of the forestay and fully hanked on.

8. CLASS AND TEAM FLAGS

8.1 The Class flags shall be:

Clansman and Dragon - International Code Flag T.

Elliott 6 - International Code Flag E.

8.2 The identification flags for each team to be displayed from the backstay of each boat will be:

Royal New Zealand Yacht Squadron – YELLOW

Royal Sydney Yacht Squadron - BLUE

9. RACING AREA

9.1 Racing shall be conducted on Port Jackson (Sydney Harbour) in the general area between Kirribilli Point and Manly Cove, including the Sound.

9.2 The race course and assembly area shall be advised at the daily briefing.

9.3 Cardinal Marks – A boat shall not sail within the area bounded by Cardinal Marks. These areas are prohibited and deemed to be obstructions.

9.4 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.

9.5 Shark Island – boats shall not sail between the YA Shark Island Mark (SM) and the cardinal mark south of Shark Island in either direction. This area is prohibited and deemed to be a continuing obstruction.

9.6 Garden Island/Chowder Bay – boats shall not sail within the yellow markers in the vicinity of Garden Island and Chowder Bay. This area is prohibited and deemed to be a continuing obstruction.

10. COURSES

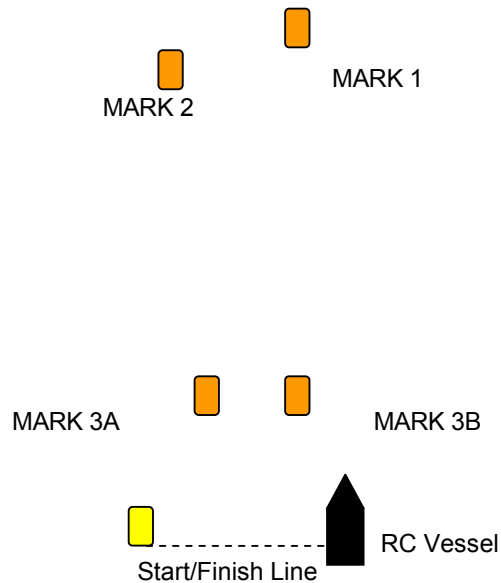
10.1 Courses shall consist of a mixture of windward leeward courses and passage race courses. The course to be used for each day will be displayed on the notice board on the day of the race.

Passage Races

10.2 The passage races will use the marks described in the chartlet and mark description sheet attached as an appendix to the Sailing Instructions. Unless otherwise indicated, all marks shall be rounded to starboard.

Windward Leeward Races

10.3 The diagram below shows the approximate course configuration. Mark 1 shall be to windward of Marks 3A/3B. Mark 2 shall be laid as a distance mark and shall be approximately 50 m from Mark 1. Marks 3A/3B shall be approximately 50m to windward of the Start/Finish Line. The approximate Magnetic Compass Bearing from the Start/Finish Line to Mark 1 may be displayed on the Race Committee Vessel.



10.2 The Course descriptions are :

- **One Lap** – indicated by Numeral Pennant 1.
START - 1 - 2 - FINISH
- **Two Laps** – indicated by Numeral Pennant 2.
START - 1 - 2 - 3A/3B - 1 - 2 - FINISH
- **Three Laps** – indicated by Numeral Pennant 3.
START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - FINISH
- **Four Laps** – indicated by Numeral Pennant 4.
START - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - 3A/3B - 1 - 2 - FINISH

10.3 Marks 1 and 2 shall be left to PORT.

10.4 Marks 3A/3B are a gate. When a boat passes through the gate it must either leave Mark 3A to STARBOARD or Mark 3B to PORT.

10.1 Races shall consist of a mixture of windward leeward courses and passage races. The passage races will use the marks described in the chartlet and mark description sheet attached as an appendix to the Sailing Instructions. The course to be used will be displayed on the notice board on the day of the race.

11. THE MARKS

11.1 Marks 1, 2, 3A and 3B shall be yellow inflatable marks with the lettering RSYS.

11.2 The Start/Finish Mark shall be a black and white checkered inflatable mark with the lettering RSYS.

12. THE START

12.1 The Starting Line shall be between the aft side of the signal gantry on the Race Committee Vessel at the Starboard end of the line and the course side of the Start/Finish Mark at the Port end of the line.

12.2 The start shall be in accordance with RRS 26.

12.3 A boat starting later than five (5) minutes after her starting signal may at the discretion of the Race Committee be scored DNS. (Amends RRS A 4.1).

13. RECALLS

Individual and general recalls will be signaled in accordance with RRS 29.

14. SHORTENED COURSE

14.1 The course may be shortened in accordance with RRS 32.

15. CHANGE OF POSITION OF THE NEXT MARK

15.1 Any change in the course will be in accordance with RRS 33.

15.2 The change of position mark shall be a yellow inflatable mark with a black band and the lettering RSYS.

16. ABANDONMENT

16.1 Abandoned races will be resailed at the discretion of the Race Committee.

16.2 Any race not completed on the scheduled day may be resailed at the discretion of the Race Committee.

17. THE FINISH

The Finishing Line shall be between the aft side of the signal gantry on the Race Committee Vessel at the Port end of the line and the course side of the Start/Finish Mark at the Starboard end of the line.

18. PENALTY SYSTEM

18.1 RRS 44.1 and 44.2 are changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty (one tack and one gybe in the same direction (changes RRS 44.1 and 44.2).

19. TIME LIMIT

The absolute time limit shall be of 90 minutes for each windward leeward race. The absolute time limit shall be of 120 minutes for each passage race. Any boat finishing after this time will be scored Did Not Finish (DNF) (Amends RRS 35).

20. PROTESTS

20.1 Protests shall be lodged at the RSYS Sailing Office within 1 hour after the time of the last boat's finish in the last race of the day (changes RRS 61.3). ISAF forms are available at the RSYS Sailing Office.

20.2 Protest notices shall be posted on the Official Regatta Notice Board as soon as possible after the protest time limit to inform competitors where and when there is a hearing.

20.3 The Protest Committee may hear protests in approximately the order of receipt as soon as possible after the protest time limit.

21. SCORING

21.1 The Low Point System, Appendix A, will apply except as modified by clauses 21.2 and 21.5.

21.2 The series will consist of eight races, all to count (amends RRS Appendix A).

21.3 A minimum of four completed races shall constitute the series.

21.4 The perpetual trophy between the two teams, one team from RNZYS and the other from RSYS, shall be won by the team scoring the lower total points in the Series.

21.5 In the event of a tie, each team's race scores shall be listed in order of best to worst, and at the first point where there is a difference the tie shall be broken in favour of the team with the better score. If a tie remains, the aggregate of elapsed times shall be used and for this purpose the elapsed time of a non-finisher shall be deemed to be that of the last boat to finish plus 30 minutes.

21.6 No points shall be awarded for the results of the Elliott 6 races.

22. HAULING OUT

Boats may be hauled out during the regatta.

23. TROPHIES AND PRIZES

23.1 The Trans Tasman Challenge Trophy shall be awarded to the winning team with the lower total points.

23.2 Other prizes will be awarded at the discretion of the Organising Authority.

23.3 All awards shall be presented at a function to be held at the Royal Sydney Yacht Squadron on the evening of Sunday 4 May 2008.

24. DISCLAIMER OF LIABILITY

24.1 All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to Fundamental Rule 4 which states: "A boat is solely responsible for deciding whether or not to start or continue racing". The Organising Authority, respective class associations, sponsors, the Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore.

24.2 The Organising Authority, respective class associations, sponsors, 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.

24.3 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.

25. INSURANCE

The owner of a boat entered in the series shall have a Public Liability and Third Party Property Insurance policy, with respect to the boat, for an amount of not less than \$10,000,000 (ten million dollars) for any one incident. The policy shall be maintained during the duration of the series.

26 COMMERCIAL SHIPPING

26.1 Waterways Authority Regulations specify that boats shall not interfere with the commercial shipping of the Port. "Priority over Sail – some Commercial Ferries on Sydney Harbour display an orange diamond shape witch grants priority of way over sailing vessels. Do not attempt to cross the path of an approaching ferry displaying this signal".

26.2 Boats found to have interfered with commercial shipping may be subject to action by the Race Committee in accordance with RRS 60.2.

26.3 Attention is drawn to the requirements of NSW Maritime as published in Appendices 2, 3 and 4 of the Sailing Instructions.

26.4 Yachts 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 the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing.

26.5 All yachts must abide by 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.

26.6 Any yachts reported by NSW Maritime as having contravened NSW Maritime Regulations shall be disqualified. (amends RRS 63.1).

The following descriptions of marks and buoys are to be read in conjunction with the Sailing Instructions, and the Chartlet above:

BB	Beashel Mark - YA buoy, south-west of Sow and Pigs
CB	Chowder Bay Mark - YA buoy off southern shore of Chowder Bay (the southernmost buoy of the two YA buoys in Chowder Bay)
CI	Clarke Island - Summit of Clarke Island and pile south of Clarke Island
DM	Darling Point Mark - RSYS mark north west of Clarke Island
EC	Eastern Channel Pile Light Mark - YA buoy approximately 100m west of the light
E1	Explosive Buoy No. 1 Mark - RSYS mark approximately in the middle of a transit line between the northern edge of Clarke Island and Point Piper
E2	Explosive Buoy No. 2 Mark - RSYS mark in Double Bay, north east of Darling Point
FD	Fort Denison
GH	Georges Head - YA buoy approximately 200m south west of Georges Head
KP	Kirribilli Point Mark - RSYS mark east of Kirribilli Point
LBS	Lady Bay South Mark - RSYS mark off southern end of Lady Bay
ME	Manly East Mark - Easternmost YA buoy in Manly Cove
MW	Manly West Mark - YA buoy, 400m SSW of Manly Wharf
NC	Naval Buoy No. 3A - The southernmost buoy of the group of three buoys to the north west of Clarke Island
NM	Neutral Bay Mark - RSYS mark south west of Robertson Point
NP	Neilsen Park Mark – YA buoy approximately 100m south west of the red navigation pile off Neilsen Park
N3	Naval Buoy No. 3 – North of NC and west of N3B
N3B	Naval Buoy No. 3B – Approximately 100m east of N3
OB	Obelisk Bay Mark - YA buoy east of Obelisk Beach
PP	Point Piper Mark - YA buoy north of Point Piper
RB	Rose Bay East Mark – YA buoy in Rose Bay approximately 100m north west of the red can buoy in front of the convent on the eastern shore
RS	Rose Bay South Mark - RSYS mark in Rose Bay approximately 400 m south west of the YA Rose Bay East Mark
RW	Rose Bay West Mark - RSYS mark in Rose Bay approximately 300m north east of Woollahra Point
SI	Shark Island – Summit of Shark Island and the lighthouse north of Shark Island
SM	Shark Island Mark – YA buoy approx. 10m south east of the south cardinal mark off Shark Island
SP	Steel Point Mark - RSYS mark north of Shark Island
TB	Taylors Bay Mark - YA buoy in Taylors Bay
WM	Orange inflatable mark with the lettering RSYS laid in an endeavor to provide a windward leg from the starting line (for WIN series only)
WS	West of Shark Island Mark - RSYS mark approximately halfway between Shark Island and Explosives No. 1 mark (WED series – RPEYC mark)

NOTES:

Cardinal Marks – A boat shall not sail within the area bounded by Cardinal Marks.

These areas are prohibited and deemed to be continuing obstructions.

YA buoys – YA buoys referred to in these Sailing Instructions will be yellow, spherical, cylindrical or spar shaped buoys but may be replaced with a different mark without warning.

RSYS marks – RSYS marks referred to in these Sailing Instructions will be yellow inflatable marks with the lettering RSYS.

APPENDIX 2 – NSW MARITIME REQUIREMENTS

NSW MARITIME REQUIREMENTS IN CASE OF ACCIDENT (SECTION 30G MARITIME SERVICES ACT 1935 No47)

1. In this section the word "vessel" means a vessel of less than 30 metres in length overall.
2. Where, owing to the presence of a vessel in any port or navigable waters, an accident occurs, the master of a vessel concerned in the accident:
 - (a) shall stop his vessel;
 - (b) if the accident results in the death of or injury to any person, or in damage to a vessel which affects the seaworthiness of the vessel or the safety of persons on board the vessel, shall give any assistance which may be necessary and which it is in his power to give;
 - (c) if required so to do by any person having reasonable grounds for so requiring, shall produce any licence to navigate a vessel at speed, licence as coxswain or master's certificate, which the master holds and shall give particulars of the master's name and place of abode, the name and address of the owner of the vessel, the name of the vessel and any distinguishing number which is, or is required to be, displayed by the vessel in pursuance of or by any Act or Regulation;
 - (d) If required so to do by any officer of NSW Maritime or any member of the police force, shall give such particulars as it is in the master's power to give as to the time, place and nature of the accident, the name of every vessel concerned in the accident and any distinguishing number which was carried by any such vessel, the name and address of every person who was concerned in or who witnessed the accident, and the extent of any injury or damage resulting from the accident; and
 - (e) if such accident has resulted in the death of or injury to any person, or in damage to a vessel or to any other property to an extent apparently exceeding one hundred dollars, shall, as soon as practicable and in any case within twenty-four hours after the accident, forward to NSW Maritime in writing the particulars that, under paragraph (d), the master may be required to give, unless such particulars have already been given by the master to a member of the police force or to an officer of NSW Maritime who required the master to give such particulars.
3. Any person who:
 - (a) without reasonable excuse, fails to comply with any provision of subsection (2), or
 - (b) wilfully furnishes any false or misleading particulars in respect of any matter pursuant to paragraph (c), (d) or (e) of subsection (2),shall be guilty of an offence against this Act and liable to penalty not exceeding four (4) penalty units.
(a penalty unit = \$110)

APPENDIX 3 – NSW MARITIME YACHT PERSON'S BRIEF

Yacht Persons Brief

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.

3. Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary (after hearing 5 short blasts) give priority to the ferry. Pass the ferry on at least 200m ahead and 30m on either side and astern.
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 200-400m from the bows of very large ships.
5. When not racing at least 200m clear of any ferries displaying the Orange Diamond.
6. 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.

APPENDIX 4 – FERRY ACTIVATED EXCLUSION ZONE

