



Royal Sydney Yacht Squadron



HARDY CUP

SYDNEY INTERNATIONAL
MATCH RACING REGATTA

Sailing Instructions

4 - 8 February 2024

AMENDED 5TH FEBRUARY 2024

WS Youth Grade 3 Match Racing Event

www.rsys.com.au/hardy-cup



Hardy Cup 2023 – WS Youth Grade 3 Event

Sailing Instructions

Abbreviations:

| | |
|-------------------------------|------------------------------------|
| PC – Protest Committee | RC – Race Committee |
| OA – Organising Authority | NA – National Authority |
| RRS – Racing Rules of Sailing | SI – Sailing Instructions |
| IJ – International Jury | NOR – Notice of Race |
| CU – Chief Umpire | RSYS – Royal Sydney Yacht Squadron |

1. RULES

- 1.1. The event will be governed by the rules as detailed in NOR 1
- 1.2. Further to NOR 1:
 - (a) The rules for handling of boats are detailed in SI Addendum D the rules for handling of boats.
 - (b) The umpires will follow the guidance in SI Addendum F for penalties under RRS C8.6

2. ENTRIES AND ELIGIBILITY

- 2.1. The skippers invited are listed in SI Addendum A.
- 2.2. To remain eligible teams must have completed all registration documents, have paid the entry fee (AUD \$1400.00) and damage deposit (AUD \$1400.00), and weighed in before 16:00 Sunday 4th February 2024 unless extended by the OA. The **ENTRY FEE** must have been paid and received by **17:00 Friday 2nd February 2024** unless extended by the OA.
- 2.3. Each skipper is responsible for the damage or loss to their boat unless the responsibility is otherwise assigned by the umpires. In the event that a deduction from the damage deposit is taken, the OA require that the deposit be restored to its original amount before the skipper will be permitted to continue in the event.

3. COMMUNICATION WITH COMPETITORS

- 3.1. Notices to competitors will be posted on the official notice board, located underneath the RSYS Careening Cove stairs, no later than 30 minutes prior to the boats being released from the RSYS pond area.
- 3.2. Signals made ashore will be displayed from the yard arm of the main flag located on the RSYS front lawn.
- 3.3. Flag AP over H displayed ashore means 'boats shall not leave the RSYS pond area but shall wait for further instructions. The attention signal will be made not less than 30 minutes after removal. This changes RRS 'Race Signals'.
- 3.4. Teams shall attend daily briefings at 09:00hrs on Monday 5th - Thursday 8th February 2024 under the shade sail next to the Careening Cove Anchorage, unless excused by the OA.
- 3.5. The first meeting with the umpires will be held during the briefing on Monday 5th February 2024.



4. AMMENDMENTS TO SAILING INSTRUCTIONS

- 4.1. Amendments to the SI made ashore will be posted at least one hour before the start of any race affected
- 4.2. Flag L over the number pennant of the most recent amendment will be displayed ashore each day until the boats have departed for the racecourse.
- 4.3. Amendments made afloat will be signalled by the display of flag 3rd substitute with three sound signals. An umpire may communicate the amendment either verbally or in writing.

5. BOATS AND SAILS

- 5.1. The sail combination to be used will be signalled from the RC boat with or before the attention signal. The signals have the following meanings:

| | |
|---------------|-----------------------------------|
| <u>Signal</u> | <u>Sail Combination</u> |
| No Signal | Main, jib & symmetrical spinnaker |
| Code Flag J | Main & jib |
- 5.2. Competitors may be requested to exchange sails or swap boats during a series to satisfy sponsorship commitments. This will not be grounds for redress and changes RRS 62.
- 5.3. Other restrictions or instructions may be given to boats verbally by an umpire. Flag 3rd substitute is not required.
- 5.4. The RC will decide which boats are to be used for each stage and when they decide a boat should not be used, the skipper assigned to that boat will be given temporary use of another boat.
- 5.5. The OA may permit a substitute boat when it is satisfied that the original boat is damaged and that repairs in the time available are not practical.

6. INDENFICATION AND ASSIGNMENT OF BOATS

- 6.1. Boats will be identified by bow numbers.
- 6.2. Boats will be exchanged in accordance with the pairing list and race schedule.

7. EVENT FORMAT and STARTING SCHEDULE

- 7.1. The event format is detailed in SI Addendum C. The matches to be sailed in a flight will be displayed in order of starting on the RC vessel.
- 7.2. Pairing lists for the first stage will be distributed by the OA following the boat draw at the Welcome Function.
- 7.3. The number of flights to be sailed each day will be determined by the RC.
- 7.4. Each subsequent flight will be started as soon as practicable after the previous flight. The attention signal (International Code Flag F) for the first match of a subsequent flight may be given before the finish of the last match of the previous flight.
- 7.5. When a match cannot start at its intended time, the signals and starts of the following matches will remain as originally scheduled, leaving a blank start for the pair not starting. The warning signal for a blank start will be a pink flag and there will be no other signals for the blank start.
- 7.6. In a knock-out series between two skippers:
 - (a) They will alternate assigned ends for each match. The higher placed skipper from the previous stage will be assigned starboard entry for the first match. This changes RRS C4.1.
 - (b) Skippers may exchange boats after the odd matches.



- (c) When a series has been decided further matches between these two skippers will not be sailed.
- 7.7. When, in a knockout series, a winner of a particular series has been determined subsequent matches will be brought forward to eliminate blank starts. Competitors will be advised verbally by an umpire.
- 7.8. The RC may change the format, terminate any stage or the event when, in its opinion, it is impracticable to attempt to hold the remainder of matches under the existing conditions or in the remaining time scheduled. Early stages may be terminated in favour of later stages.
- 7.9. The flight number will be displayed on a course board from the RC vessel.
- 7.10. The warning signal may be made one minute after the removal of the AP or N unless at that time the race is postponed again or abandoned. This alters RRS Race Signals and C3.2 (b) and (c).

8. RACING AREA

- 8.1. Racing is scheduled to be conducted in the vicinity of the Royal Sydney Yacht Squadron club house; however, the RC may decide to relocate at its discretion.
- 8.2. The principle and secondary racing areas are indicated in SI addendum G; however, the RC may choose to conduct racing in other areas at its discretion.
- 8.3. A boat's hull shall not enter a mooring field. These areas are designated as obstructions and are the limit of safe pilotage for the purpose of Part 2 of the RRS. A breach of this rule is not open to protest by boats but is subject to action by umpires in accordance of RRS C8.2. This changes RRS C6.2 and C8.2.

9. COURSE

- 9.1. *Course Configuration (not to scale)*

Mark W 0

Mark L (Gate) 0 0

Start/Finish o-----Δ

- (a) Mark W shall be laid to windward of the starting line and rounded to starboard.
- (b) Mark L (gate) shall be laid approx. 50m to windward of the starting line. Boats must pass between the marks of the gate from the direction of the previous mark. The gate may be laid after the starting signal. In the event that a gate is not in place, boats shall round the existing leeward mark to starboard.
- 9.2. Course signals will be displayed from the RC vessel, at or before the warning signal.
- | <u>Signal</u> | <u>Course</u> |
|---------------|----------------------------|
| No Signal | Start - W - L - W - Finish |
| Code Flag 'S' | Start - W - Finish |
- 9.3. *Description of Marks*
- (a) The RC boat will be identified by the RSYB burgee on a white background.
- (b) The starting/finishing line mark will be a black and white checked inflatable buoy.
- (c) Marks W and L will be orange inflatable buoys.
- (d) Replacement marks will be a green inflatable buoy OR a red inflatable buoy.



- 9.4. The starting/finishing line will be a straight line between the course side of a starting/finishing mark and the staff displaying a black and white checked flag on the RC vessel.
- 9.5. *Abandonment and Shortening*
- 9.5.1. RRS 32 is deleted and replaced with: 'After the starting signal, the RC may abandon or shorten any match for any reason, after consulting with the match umpires when practicable.'
- 9.5.2. Within a flight, when a visual signal is displayed over a numeral pennant, the signal applies to that match only. This changes Race Signals.
- 10. BREAKDOWN AND TIME FOR REPAIRS**
- 10.1. Before the attention signal of a flight, within two minutes of finishing or within five minutes of changing into a new boat, whichever is later, a boat may display a green flag to signal breakdown or damage to the boat, her sails or injury to her crew and request a delay to the next start. She shall proceed as soon as possible to a position just to leeward of the RC vessel and remain there, unless otherwise directed.
- 10.2. The time allowed for repairs will be at the discretion of the RC.
- 10.3. After the attention signal of a flight, a match will not be postponed or abandoned due to breakdown unless the breakdown signal was displayed as required by SI 10.1.
- 10.4. Except when RRS 62.1(b) applies, failure to effect repairs in the time allowed, or breakdowns after the attention signal shall not be grounds for redress. This changes RRS 62.
- 11. CHANGE OF POSITION OF THE WINDWARD MARK**
- 11.1. Changes to the course will be made by setting a replacement mark W.
- 11.2. Change of Course Signals (this changes RRS 33 and Race Signals)**
- 11.2.1. The display of Flag C and a coloured flag with repetitive sounds means that 'the windward mark has been moved. Sail to a mark of the same colour as the flag'.
- 11.2.2. When a change of course after starting only affects some matches, these will be designated by the appropriate numeral pennant accompanied by the signals denoted in SI 11.2.1.
- 11.3. Signalling vessel**
- 11.3.1. When a change of course is made for the first leg, the signal will be displayed from the RC vessel with the preparatory signal for each match affected. The preparatory signal will be followed by a series of repetitive sound signals.
- 11.3.2. When a change of course is signalled after the first leg it will be displayed from a vessel in the vicinity of Mark L (gate).
- 12. TIME LIMIT**
- 12.1. A boat that does not finish within 5 minutes after her opponent has completed the course and finished will be scored zero points. This changes RRS 35 and A5.
- 13. COACH BOATS**
- 13.1. The OA will provide overnight berthing for coach boats in the RSYS pond. Teams with coach boats must notify the OA at registration requesting berthing during the event.
- 13.2. Coach boats must be clearly identifiable to their representative clubs during the regatta.
- 13.3. Any interference by a coach boat with the racing or event organisation may result in a penalty applied at the discretion of the Protest Committee to the associated skipper(s).



14. CODE OF CONDUCT

- 14.1. Competitors shall comply with any reasonable request from any official, including attendance at official functions, co-operation with event sponsors and shall not behave so as to bring the event into disrepute.
- 14.2. Competitors shall handle the boats and equipment with proper care and seamanship and in accordance with SI Addendum D and E.
- 14.3. The following actions by skippers and/or crew while racing may be considered a breach of sportsmanship under RRS C8.3(c) and may result in an umpire-initiated penalty under RRS C5.2, C5.3 or C5.4:
 - (a) Excessive attempts to verbally coerce, coach or influence umpire decisions;
 - (b) Repetitive or on-going objection to an umpire decision (verbal or otherwise);
 - (c) Abuse of umpires before or after a decision (See also MR Call M4).
- 14.4. Breaches of this SI may also be referred to the PC. Any penalty will be at the discretion of the PC and may include exclusion from further participation in the event, the withdrawal of any prize money or the withholding of deposits.
- 14.5. Breaches of SI 14 may be referred to the PC for action under RRS 69.

15. COMMERCIAL SHIPPING

- 15.1. Boats shall not interfere with the commercial or defense shipping of the port. The attention of competitors is drawn to NSW Maritime Authority regulations regarding the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. NSW Maritime regulations specify: "Priority over Sail – some Commercial Ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels. Do not attempt to cross the path of an approaching ferry displaying this signal".
- 15.2. This changes RRS C6.2, a breach of this rule may be subject to protest by the RC or the umpires, but not by other boats.
- 15.3. All commercial vessels including ferries are designated as an obstruction. Refer to SI Addendum H

16. DISCLAIMER & RISK STATEMENT

- 16.1. All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to Fundamental RRS 3 which states: 'The responsibility for a boat's decision to participate in a race or continue racing is hers alone'. The RSYS, any sponsor, or the respective class association are not responsible for any damage or injury either afloat or ashore.



SI ADDENDUM A: LIST OF SKIPPERS










Based off the WS match race rankings as of 1st January 2024:

| | Skipper | Crew | Club | Nationality | WS Youth Rank |
|-------------------------------------------------------------------------------------|-------------------|-------------------------------------------------------------------------|----------------------------------|--------------------|----------------------|
|  | Josh Hyde | Cody Coughlan Mason Mulcahy Nick Drummond Zach Fong | Royal New Zealand Yacht Squadron | NZL | 7 |
|  | Daniel Kemp | Charlie Verity Isabella Holdsworth Lachlan Wallace Louis Tilly | Royal Prince Alfred Yacht Club | AUS | 16 |
|  | Xavier McLachlan | Jameson Prescott Katina Casimaty Lauren Tandy Thomas Rees | Royal Sydney Yacht Squadron | AUS | 18 |
|  | Brooke Wilson | Abigail Gilbert Gretel Payne Jade Gavin James Hayhoe | Royal Sydney Yacht Squadron | AUS | 31 |
|  | Massimo Henderson | Harriet McLachlan Isobel Payne Jessica Ellis Olivia Lee | Royal Sydney Yacht Squadron | AUS | 33 |
|  | Rory Sims | Alissa Marshall Ethan Fong Kelly Su Austin Candlish | Quoile Yacht Club | IRL | 45 |
|  | Chelsea Williams | Cole Tapper Hamish Vass TBC | Cruising Yacht Club of Australia | AUS | 48 |
|  | Hugo Butterworth | Annabelle Sampson Bayley Taylor Josh Paulson Walter Tuite | Royal Prince Alfred Yacht Club | AUS | 60 |
|  | Mia Lovelady | Drina Bucktin Matilda Rowell George Elms Ona Rafart | Royal Freshwater Bay Yacht Club | AUS | 98 |
|  | Sam Scott | Hayden Smith Hugo McMullen Luca Smith Maddie Rist | Royal New Zealand Yacht Squadron | NZL | NR |



SI ADDENDUM B: RACE OFFICIALS TEAM

2024 Hardy Cup Umpires:

| Nationality | Name | Qualification |
|-------------------------------------------------------------------------------------|-------------------------------|---------------|
|  | Ryan Parkin (CHIEF UMPIRE) | IU |
|  | Ben Fels | IU/IJ |
|  | Richard Slater | IU/IJ |
|  | Robert Armstrong | NU |
|  | Simon Barrington | NU |
|  | Robyn Tames | NU |
|  | Nev Willis | NU/NJ |
|  | John Philpot | SU |
|  | John Whitfield | NJ |

2024 Hardy Cup Race Management Team:

| Nationality | Name | Qualification |
|-------------------------------------------------------------------------------------|---------------------|---------------|
|  | Rob Ridley | IRO |
|  | Ian Kingsford Smith | NRO |
|  | David Ross | NRO |
|  | Martin Gill | CRO |
|  | Will Imlay | Mark Layer |



SI ADDENDUM C: EVENT FORMAT AND SCHEDULE OF RACES

Stage 1 - Double Round Robin

- a) Skippers will be seeded into a round robin format using the WS match race ranking list 30 days before the event starts.
- b) All skippers will sail a double round robin, each skipper is scheduled to sail each other skipper two times.
- c) The four highest placed skippers after stage 1 will advance to stage 3.
- d) The remaining 6 skippers will advance to stage 2.

Stage 2 - Sail Offs Series

- a) Skippers will be seeded into a knock-out series based on their placing in Stage 1 (ie. 5th vs. 6th).
- b) The higher placed skipper from stage 1 in each match shall be assigned starboard entry for the first match. Skippers shall alternate assigned ends for each match thereafter.
- c) The first skipper in each pairing to score two points or more will be awarded 5th or 7th or 9th place accordingly. The other skippers will be awarded 6th or 8th or 10th accordingly.
- d) This stage may be terminated in favour of later stages by the RC, after consulting with the CU, at any point.

Stage 3 - Semi-Finals

- a) The highest placed skipper from stage 1 shall choose their opponent. The remaining two skippers will sail each other.
- b) The higher placed skipper from stage 1 in each match shall be assigned starboard entry for the first match. Skippers shall alternate assigned ends for each match thereafter.
- c) The first two skippers to score two points or more shall proceed to stage 5.
- d) The other two skippers shall proceed to stage 4.

Stage-4 - Petit-finals

- a) The higher placed skipper from stage 1 shall be assigned starboard entry for the first match. Skippers shall alternate assigned ends for each match thereafter.
- b) The first skipper to score two points or more shall be awarded 3rd place, the other will be awarded 4th place.

Stage 5 - Finals

- a) The higher placed skipper from stage 1 shall be assigned starboard entry for the first match. Skippers shall alternate assigned ends for each match thereafter.
- b) The first skipper to score three points or more shall be the regatta winner and awarded the Hardy Cup, the other skipper will be awarded 2nd place.



SI ADDENDUM D: HANDLING OF BOATS

D1 GENERAL

- D1.1 While all reasonable steps are taken to equalise the boats, variations will not be grounds for redress. This changes RRS 62.

D2 PROHIBITED ITEMS AND ACTIONS

Except in an emergency or in order to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- D2.1 Any additions, omissions or alterations to the equipment supplied.
- D2.2 The use of any equipment for a purpose other than that intended or specifically permitted.
- D2.3 The replacement of any equipment without the sanction of the RC.
- D2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- D2.5 Moving equipment from its normal stowage position except when being used.
- D2.6 Boarding a boat without prior permission.
- D2.7 Taking a boat from its berth or mooring without having paid the required damage deposit or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- D2.8 Hauling out a boat or cleaning surfaces below the waterline.
- D2.9 Marking directly on the hull or deck with permanent ink or using any tape that leaves a residue/ use of duct tape.
- D2.10 Using a flattener as a reef or using a reef line as an outhaul.
- D2.11 Cross winching foresail sheets.
- D2.12 Omitting any headsail car or turning block before sheeting onto a winch.
- D2.13 Adjusting or altering the tension of standing rigging.
- D2.14 Using a winch to adjust the mainsheet or vang.
- D2.15 Using the spinnaker pole to wing out the foresail.
- D2.16 Attaching lines to the fabric of spinnakers.
- D2.17 Perforating sails, even to attach tell tales.
- D2.18 Radio transmission (including mobile telephones), except to report damage or in response to a request from the RC.
- D2.19 The use of electronic equipment, unless permitted by SI C3.1.
- D2.20 Use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard is prohibited and is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- D2.21 Having the bowsprit extended, except when in the process of setting, flying or taking down the asymmetrical spinnaker. The bowsprit shall be fully retracted at the first reasonable opportunity after taking down the spinnaker. A boat that does not retract the bowsprit fully may be warned and given an opportunity to correct the error. A breach of SI C2.21 is not open to protest by boats but is subject to action by Umpires in accordance with RRS C8.2. This changes RRS C6.2 and C8.2.
- D2.22 Removing the bowsprit retrieval line knot from the spinnaker bag
- D2.23 Removal of towline from the bow
- D2.24 Pulling on the spinnaker pole boom holder to facilitate a tack or gybe



D3 PERMITTED ITEMS and ACTIONS – the following are permitted:

- D3.1 Taking on board the following equipment:
- (a) basic hand tools
 - (b) adhesive tape
 - (c) line (elastic or otherwise of 4 mm diameter or less)
 - (d) marking pens
 - (e) tell-tale material (stick on only)
 - (f) handheld compasses, watches, timers and small personal video devices such as GoPro
 - (g) shackles and clevis pins
 - (h) Velcro tape
 - (i) spare flags
 - (j) PFD's
- D3.2 Using the items in 3.1 to:
- (a) prevent fouling of lines, sails and sheets
 - (b) attach tell tales (stick on only)
 - (c) prevent sails being damaged or falling overboard
 - (d) mark control settings
 - (e) make minor repairs and permitted adjustments
 - (f) make signals as per RRS C6
 - (g) take videos for coaching purposes.

D4 MANDATORY ITEMS and ACTIONS

- D4.1 The completion of a written damage report before leaving a boat and submitting it to the RC, even if no damage or loss is recorded. Reports shall include any evidence of matters which could cause damage or disadvantage to the boat in future matches. When boat swaps are carried out on the water, the report should be made verbally to the RC as soon as possible.
- D4.2 At the end of each sailing day:
- a) Rolling, bagging and placement of the sails as directed by a member of the OA.
 - b) Leaving the boat in the same state of cleanliness as when first boarded that day.
- D4.3 At the end of each day for competitors must clean the boat and wash down the boat with fresh water, remove all trash, tape and marks, and use the bucket and sponge provided to remove any water from the bilge.
- D4.4 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.
- D4.5 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.
- D4.6 A breach of items SI Addendum D 4.2, 4.3 and 4.7 will be considered as damage and the cost of rectification will be deducted from the damage deposit.
- D4.7 At the conclusion of racing, each team must return the following items:
- a) Two blue and two yellow flags
 - b) One Y flag, one red flag and one green flag.



SI ADDENDUM E: EQUIPMENT LIST

The following non-fixed items, provided by the OA, are to be carried on board at all times in their designated place while sailing. Any loss shall be reported on the daily damage report.

| Sails and Sailing Equipment | Safety Gear, Tools and Other Equipment |
|-----------------------------|--------------------------------------------------------------|
| Mainsail and set of battens | One set of match racing flags |
| Headsail | Tow line |
| Symmetrical Spinnaker | Bucket and lanyard with sponge |
| Symmetrical Spinnaker Pole | Two paddles |
| Two spinnaker sheets | Safety Kit (includes torch, knife, flares and first aid kit) |
| One headsail sheet | Any supplied tools |
| Tiller extension | Anchor, chain and line |



SI ADDENDUM F: DAMAGE PENALTIES

Match Racing Penalties for Damage resulting from contact between boats

RRS D6.6 and D8.6 permits the umpires or protest committee to decide the penalty when a boat breaks RRS 14. This document explains how damage will be assessed and gives general guidance on the appropriate penalty. When the protest committee has good reasons to do so, it may apply a different penalty.

Damage will be divided into 3 levels as shown in the following table:

| Level | Extent | Effect |
|-----------------------------------|------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Level A Minor Damage | Does not significantly affect the value, general appearance or normal operation of the boat. | Boat may race without repair although some minor surface work may be required after the event. Repairs should not normally require more than 1 hour of work. |
| Level B Damage | Affects the value and/or general appearance of the boat. | The damage does not affect the normal operation of the boat in that race but may need some (temporary) work before racing again. Requires more than 1 hour of work but should not normally require more than 3 hours of work. |
| Level C Major Damage | The normal operation of the boat is compromised, and its structural integrity may be impaired. | The boat will need some repair work before racing again. Requires more than 3 hours of work. |

Point Penalties - to be applied without a hearing (this amends RRS C8.6);

| Level | Round Robin | Knock Out |
|----------|-------------|---------------------------|
| A | None | None |
| B | Half point | Three quarters of a point |
| C | One point | One point |

When both boats break RRS 14, they should both receive a points penalty. If a competitor requests a hearing when a points penalty is imposed, the protest committee may decide (in the hearing) to give a greater penalty.

Deductions from Damage Deposits

The assessment of damage level is only for the purpose of points penalties and is not linked to any deductions from the competitor's damage deposits.

Any points penalty will be based on the assessment of damage level made on the water. Subsequent assessments of the damage level after closer inspection, whether the level turns out to be higher or lower, will have no effect on the points penalty given on the water.

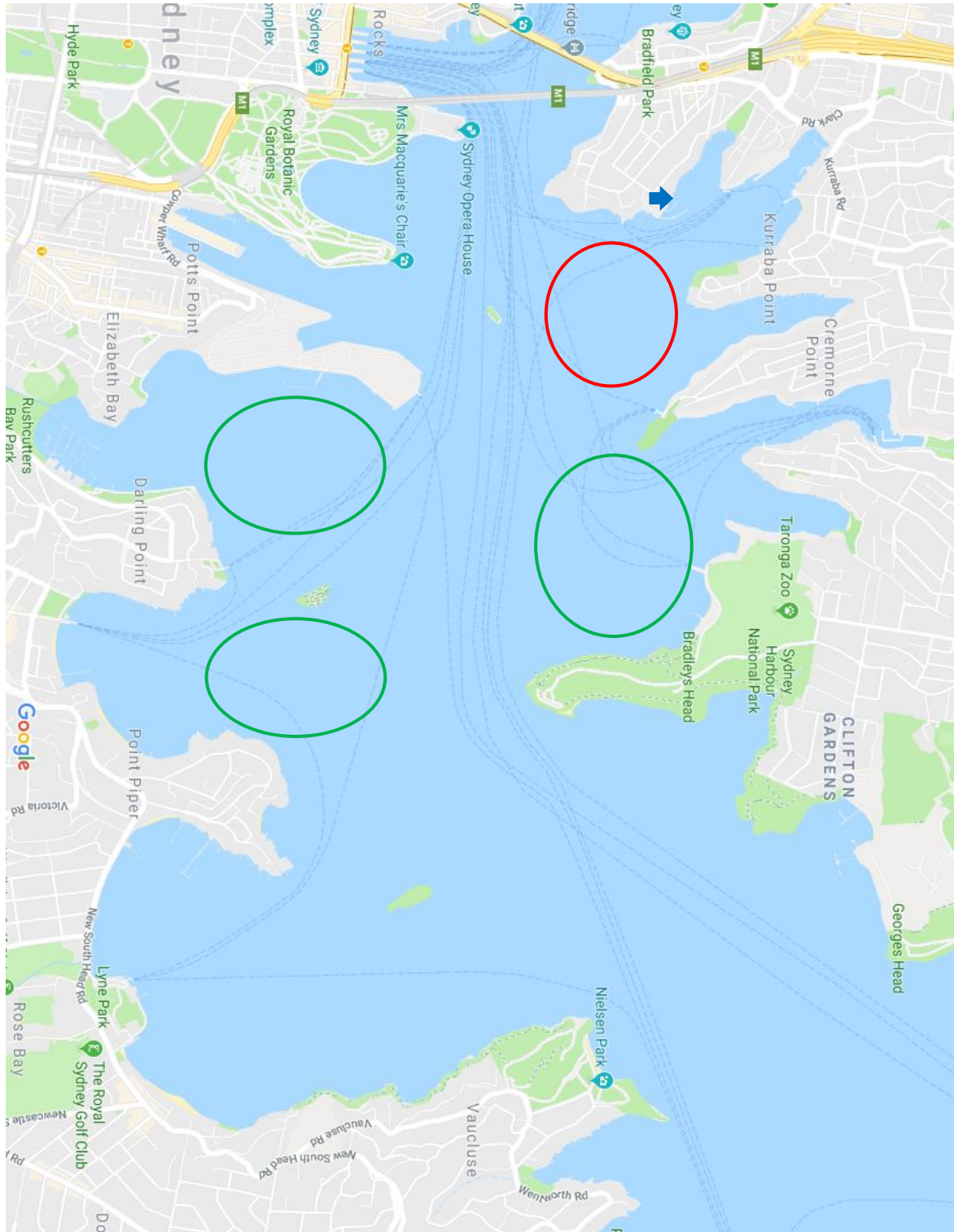


SI ADDENDUM G: RACE AREA

Racing is scheduled to be conducted in the vicinity of the Royal Sydney Yacht Squadron clubhouse (as indicated below); however, the RC may decide to relocate at its discretion.

-  Principle Race Area
-  Secondary Race Areas

 Club House





SI ADDENDUM H: NSW RMS Commercial Vessel Activated Exclusion Zones

All competitors **must** maintain a minimum distance of **500m** from the bow of any ship¹ and **200m** from the bow of any ferry² and no less than **30m** from the sides/stern of any ship or ferry underway.

- 1 Oil Tankers and seagoing cruise ships
- 2 Other seagoing commercial vessels or ferry operating in accordance with an approved timetable

