

# THE ROYAL PRINCE ALFRED YACHT CLUB

## Scotland Island Cup

4 November 2017

### SAILING INSTRUCTIONS

#### 1. RULES

- 1.1 RPAYC Feature Events - Scotland Island Cup Race competitors refer to NoR 2.
- 1.2 Farr to Young Regatta competitors refer to NoR 1.

#### 2. COMMUNICATIONS

- 2.1 Signals made ashore shall be displayed on the main flag mast on the sun dial lawn.
- 2.2 The Official Notice Board is adjacent the Administration Office.
- 2.3 Changes to the Sailing Instructions ashore will be posted two (2) hours prior to the first scheduled warning signal. Changes made afloat will be indicated by the display of Code Flag "3rd Substitute" displayed on the Race Committee Signal Boat. The change may be communicated either orally or in writing.
- 2.4 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes'. This changes RRS Race Signals "AP".
- 2.5 The Race Committee intends to broadcast race information on VHF 77 before and during each race.

#### 3. SCHEDULE, DIVISIONS AND START TIMES

Division	Division Code Flag	Scheduled Start Times
1	Numeral Pennant One	1200
2	Numeral Pennant Two	1205
Farr 1020 & Young 88	Code Flag 'F'	1210

#### 4. THE START

- 4.1 The starting area will be in the vicinity of the Palm Beach pile.
- 4.2 The starting line will be between a staff on the Race Committee Signal Boat displaying an orange flag and the course side of an orange inflatable mark on the port end of the line.

#### 5. COURSE

- 5.1 The Course: Start – Lion Island (P), Dangar Island (P) or (S), Scotland Island (P) and Finish. See Appendix B

#### 6. NAVIGATING LION ISLAND

At all times special attention should be given when navigating Lion Island and its surrounds. The effects of swell, breaking seas and the possibility of uncharted rocks must be carefully considered. **All boats must keep at least 80 meters from Lion Island when rounding.**

It is noted that there are possibly at least four hazards when rounding the island. Remember at low tides the risk of these hazards may be increased. Crews are reminded to keep an active watch. The Race Committee may take action against yachts that do not comply with the rounding requirements.

Further information about navigating Lion Island is attached in Appendix A

#### 7. AREAS THAT ARE OBSTRUCTIONS

- 7.1 While racing, boats shall not sail within the area of water between the registered moorings and the adjacent shoreline. This includes Police or NSW Maritime moorings. These areas rank as obstructions.

## **8. THE FINISH**

- 8.1 The finish line may be in the vicinity of Bayview.
- 8.2 The finish line shall be between a staff on the Race Committee Signal boat displaying an orange flag and the course side of an orange inflatable mark.

## **9. TIME LIMIT**

- 9.1 The time limit shall be five (5) hours from the start of each division.

## **10. PROTESTS AND ARBITRATION**

### **10.1 Submission of Protests:**

Protests in accordance with RRS 61 will be delivered to the RPAYC Sailing Office within 60 minutes after the finish time of the last boat (in the last race of the day when multiple races are conducted).

### **10.2 Hearing of Protests:**

Protests may be heard in approximately the order of receipt as soon as possible and notified at the time of lodgment of the protest in the Boardroom on RPAYC.

### **10.3 Reopening a Hearing:**

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 half an hour after being informed of the decision."

### **10.4 Submission of Arbitration:**

Should all parties agree an arbitration hearing may be conducted for all protests lodged in accordance with RRS 61 that allege an infringement of RRS Part 2 or Part 4. Such hearings shall be held as soon as possible and subsequent to a protest being lodged and prior to a protest hearing.

- 10.5 The arbitrator shall decide the time and place of arbitration and such advice may be given orally. One representative of each boat shall attend the hearing and no witnesses shall attend. The arbitrator shall decide the manner in which testimony is given.

After taking testimony at an arbitration hearing, the arbitrator shall make one of the following conclusions:

- i) The protest does not comply with RRS 61 and the protestor may withdraw the protest.
- ii) The protest shall proceed to a hearing. (This may be because RRS other than Part 2 or Part 4 are or may be involved, or because evidence is too complex or divergent to reach a reasonable conclusion, or due to the apparent severity of the alleged infringement, or for any other reason decided by the arbitrator)
- iii) There was no infringement and the protestor may withdraw the protest.
- iv) There has been an infringement by one or more boats involved and, if all parties to the protest agree, the infringing boat(s) may accept scoring points equal to the finishing place midway between the boat's actual finishing place and a disqualification. If so accepted, the protestor must withdraw the protest. (Half points will be disregarded and the points of other boats will not be adjusted).

- 10.6 An arbitration hearing shall not be re-opened. No conclusions of an arbitrator will be subject to appeal or be grounds for requests for redress.

## **11. DISCLAIMER OF LIABILITY**

- 11.1 All those taking part in the regatta do so entirely at their own risk and responsibility. Specific attention is drawn to RRS 4 which states; *"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"*.
- 11.2 It is the competitor's decision to enter the Event or to start and continue in any race.
- 11.3 Competitors shall accept that their participation in the Event is at their exclusive risk in every respect. By way of entry in the Event competitors shall indemnify the Organising Authority, and the Host Club, their Officers, Members, Staff and Agents in respect to all claims and demands of whatever nature which may be made upon them in connection with or howsoever arising from their participation or intended participation in the Event.
- 11.4 The Organising Authority, and its Officers, Members, Staff and Agents accept no responsibility in respect of loss of life, personal injury or loss or damage to property which may be sustained by reason of their participation or intended participation in the Event or howsoever arising in connection with the Event.

## **12. INSURANCE**

All boats shall have current Marine Third Party Liability Insurance with a racing cover considered by the insurer as adequate for the risks involved. Minimum AUD\$10 million or equivalent thereof for any incident.

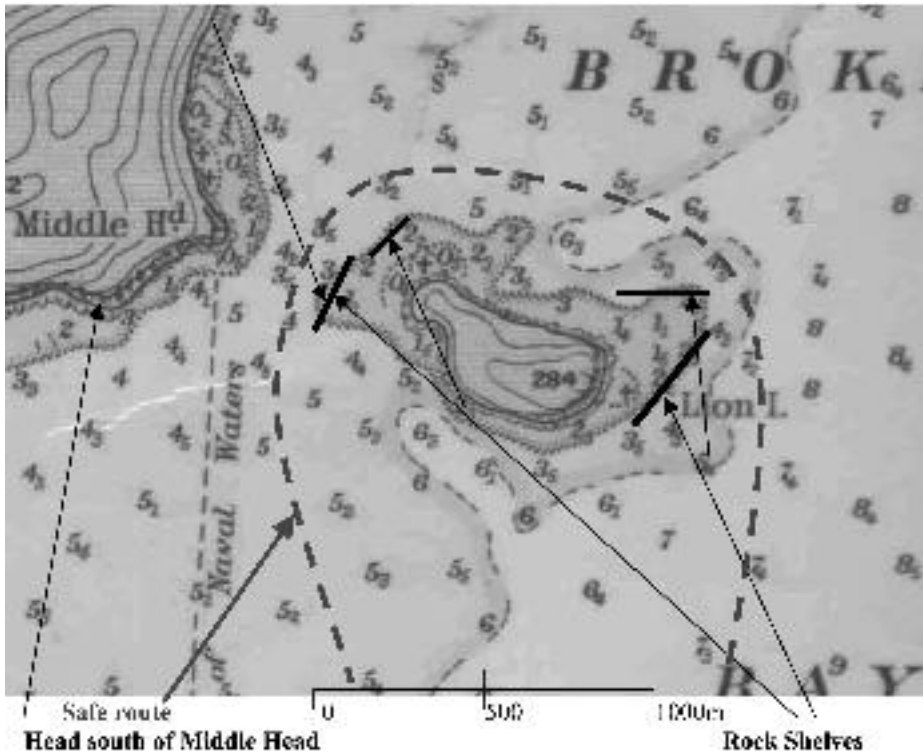
## Appendix A

### Navigating Lion Island with Notes on Potential Hazards including Uncharted Rocks

The following outline has been prepared to remind RPAYC Members of some of the navigation hazards when rounding Lion Island.

This document has been prepared with the assistance of the Late Ron Hayden (who has had an encounter with “Pinnacle Rock”) and Angus Gordon who has been involved with some extensive surveys of the waterway and has provided some informative charts. “Pinnacle Rock” has not been added to any official chart and Angus has suggested that it may be a raised portion of the rock shelf on the western side. The chart used is AUS 133 which is dated 1952 and has soundings in fathoms. Later charts do not show as much detail e.g AUS 204. AUS 133 shows more extensive rock shelves than those from other surveys and this may be a result of caution on the part of the RAN Hydrographic Service.

#### Possible location of “Pinnacle Rock”



#### 1952 Chart of Broken Bay, AUS 133 cropped to show Lion Island and modified by Brian Gray to show location of some navigation hazards

Yachtsmen should navigate with caution especially when passing the NE corner of Lion Island and again when passing the western side of the Island. The recommended safe course is shown as a dashed line.

#### Passing the Eastern Side of the Island

As a rule, yachts should stand off the Island by a distance which is equivalent almost to the length of the Island and then sail past the Island for a distance which is at least the width of the Island before turning to run down the northern side.

#### Passing the Western Side of the Island

When turning to round the Western side yachts should leave at least 50% of the distance between the northwest corner of the island and Middle Head as clearance and then turn to sail to Pittwater only when they have sailed well past the line between the headland south of Middle Head and the southern side of the island.

**Tides** are very important as the **low water** clearance at the rock shelves on both sides of the Island is about 2m less the height of any rocks or outcrops on the rock shelves. Also waves and swell can increase the risk of hitting the rock shelves.

**Tides and swell** conditions should be checked before attempting a rounding of the Island.

Appendix B

Diagram of the Course - a visual aid only

