



# Lion Island Navigators Trophy Race Notice of Race & Sailing Instructions

Saturday 21<sup>st</sup> September 2019

## 1 RULES

- 1.1 Organised by the Royal Prince Alfred Yacht Club
- 1.2 Rules as define in the Racing Rules of Sailing (RRS)
- 1.3 Prescriptions of the Special Regulations of Australian Sailing (AS SR), Category 7.

## 2 ELIGIBILITY & ENTRY

- 2.1 Eligible boats shall enter by signing on at reception by 1400hrs on Saturday 21<sup>st</sup> September 2019.
- 2.2 There is no Entry fee.
- 2.3 All entries must hold a current Special Regulations Category 7 or Cruising Inshore Audit Certificate and Insurance Policy Certificate.

## 3 NOTICES TO COMPETITORS

- 3.1 Notices to competitors shall be posted on the RPAYC Official Noticeboard, located in the hallway adjacent to reception.

## 4 SIGNALS

- 4.1 Signals made ashore will be displayed from the club flagpole located on the Sundial Lawn in front of the RPAYC Clubhouse.

## 5 SCHEDULE OF RACES

- 5.1

Date	Scheduled Start Time
21/09/2019	Start Line Opens 1100hrs Start Line Closes 1500hrs

## 6 THE START

- 6.1 The Start Line will be a line running due east from Port Marker 005 in approx. position 33° 38.875' S and 151° 18.000' E (Salt Pan Point).
- 6.2 A boat starts when she sails across the starting line in a northerly direction between 1100hrs and 1500hrs.
- 6.3 The skipper shall record their start time and submit it to the Sailing Office (0427 477 854) no later than 1500hrs.

## **7 THE FINISH**

- 7.1 The Finish Line will be a line running due east from Port Marker 005 in approx. position 33 38.875' S and 151 18.000' E (Salt Pan Point).
- 7.2 The skipper shall record their finish time when the boat crosses the finish line in a southerly direction and submit it along with their starting time to the Sailing Office (0427 477 854) no later than 1600hrs.

## **8 COURSES**

- 8.1 Start – Lion Island (p) – Finish

## **9 TIME LIMIT**

- 9.1 The time limit shall be 1600hrs on Saturday 21<sup>st</sup> September 2019.

## **9.2 SCORING**

### **9.3 PHS**

- 9.3.1 A boats PHS TCF will be applied to the boats elapsed time to get a corrected elapsed time.
- 9.3.2 The boats will be ranked in order of the of their corrected elapsed time. The boat with the shortest corrected elapsed time will be the winner.

### **9.4 ORC**

- 9.4.1 A boat with a valid ORC Certificate will have its ToT Coastal/Long Distance number applied to the its elapsed time to get a corrected elapsed time.
- 9.4.2 The boats will be ranked in order of the of their corrected elapsed time. The boat with the shortest corrected elapsed time will be the winner.
- 9.5 This race is a non pointscore event.

## **10 PRIZES**

- 10.1 Prizes will be awarded to the first, second and third place getters.

## **11 NAVIGATING LION ISLAND**

- 12.1 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 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.  
Further information about navigating Lion Island is attached to these Supplementary sailing instructions.

## **12 ARBITRATION AND PROTESTS**

- 13.1 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).
- 13.2 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.
- 13.3 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."
- 13.4 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.

- 13.5 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).
- 13.6 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.

### **13 DISCLAIMER OF LIABILITY**

- 14.1 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"*.
- 14.2 It is the competitor's decision to enter the Event or to start and continue in any race.
- 14.1 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.
- 14.4 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.

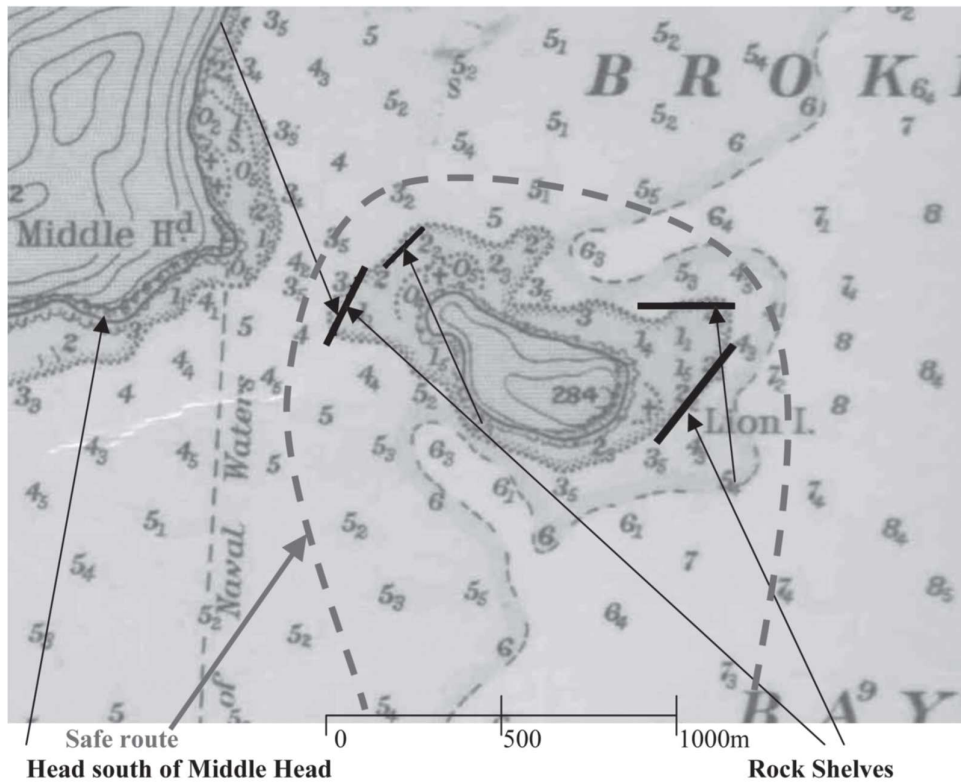
### **NAVIGATING LION ISLAND**

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

The following outline has been prepared to remind sailors 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"), Brian Gray 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.**

**Competitors 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.

Prepared by Brian Gray - May 2009