



2019

PITTWATER BENETEAU REGATTA

In conjunction with the RPAYC Lion Island Race 2

11 MAY, 2019

SAILING INSTRUCTIONS

Event Website

<https://www.rpayc.com.au/sailing/yacht-racing/regatta-and-championships>

The Royal Prince Alfred Yacht Club
16 Mitala Street, Newport Beach NSW 2106
Tel: (02) 9998 3700 Fax: (02) 9997 8620
Email: sailing@rpayc.com.au Web: www.rpayc.com.au



Flagstaff Marine Holdings Pty Ltd
Heron Cove Marine, Queens Parade, Newport
d'Albora Marina, New Beach Road, Rushcutters Bay
Tel: 1300 998 662
Email: marketing@flagstaffmarine.com.au



The Venue and Organising Authority of the 2019 Beneteau Pittwater Regatta is The Royal Prince Alfred Yacht Club, 16 Mitala St, Newport 2106.

The Beneteau Cup will be held in conjunction with the RPAYC Lion Island Series.

SAILING INSTRUCTIONS

1 RULES

- 1.1 The regatta will be governed by the current versions of:
- The *rules* as defined in the 2017-2020 Racing Rules of Sailing (RRS) of the International Sailing Federation (ISAF);
 - the Prescriptions and Special Regulations of Australian Sailing (AS) (Special Regulations);
- except as any of these are amended by the Notice of Race and or Sailing Instructions.
- 1.2 Boats must comply with the 2017-2020 Australian Sailing Special Regulations equipment requirements for Category 7, except that the Personal Flotation Devices (PFDs) must be at a minimum PFD Type 1 and branded as complying with AS1512, AS4758, ISO 12402-3 or equivalent overseas standard. In addition, the safety equipment items defined on the NSW Roads and Maritime Services (RMS) website that are relevant to the location of the event must be carried onboard at all times.
- 1.3 All competing boats shall carry a functional hand held or cockpit mounted VHF radio for both safety purposes and Race Committee communication, tuned to VHF Channel 77.
- 1.4 RRS 50.2 and 50.3 will be amended so that fixed and retractable spinnaker poles and bowsprits will be permitted for the purposes of setting asymmetrical spinnakers.
- 1.5 Boats competing in Division 1, 2 & 3 are classified as Spinnaker Divisions.
- 1.6 Boats competing in Division 4 (this includes boats in the Lion Island Series Division 4) are classified as non-spinnaker Division. Boats shall use only mainsail and one headsail at a time. The headsail must be fully hanked, or attached by means of a luff groove device to the forestay.
- 1.7 It is recommended that boats remove anchors that protrude from their bow whilst competing.
- 1.8 A boat shall keep at least 200 metres from Lion Island.

2 RESPONSIBILITY

- 2.1 All those taking part in RPAYC races do so at their own risk and responsibility.
- 2.2 Attention is drawn to RRS 2017-2020 Fundamental Rule 4 which states **“The responsibility for a boat’s decision to participate in a race or continue racing is hers alone”**.

3 SCHEDULE OF EVENTS & STARTING TIMES

3.1

Event	Beneteau Cup	Lion Island Series
Welcome Drink & Race Briefing	1000 - 1030 hrs	
Division 1	1200 hrs	1200 hrs
Division 2 (Division 1 Beneteau)	1205 hrs	1205 hrs
Division 3	1210 hrs	1210 hrs
Division 4 (Non-spinnaker)+(Division 2 Beneteau)	1215 hrs	1215 hrs
Beneteau Dinner & Presentation of Awards	1800 hrs	

- 3.2 **Those boats already entered in the Lion Island series will start as per normal in their specific allocated division. Non spinnaker Beneteau Cup boats will be allocated to Division 4.**

4 ELIGIBILITY AND ENTRY

- 4.1 All boats must have supplied confirmation to the sailing office prior to starting that they comply with AS Special Regulations from Part 1 Section 2: Category 7 and copies of current certificate of insurance, noting details of the cover and the insurer.

5 RACING DIVISIONS & FLAGS

5.1

Division	Flag Displayed
Division 1	Numeral Pennant 1
Division 2 (Beneteau Division 1)	Numeral Pennant 2
Division 3	Numeral Pennant 3
Division 4 (Non-spinnaker)+(Beneteau Division 2)	Numeral Pennant 4

- 5.2 All boats must sail in the division as nominated by the Yacht Racing Committee. A boat that sails in the incorrect fleet or division shall be scored as Did Not Compete (DNC).

6 THE START

- 6.1 The starting area may be the area south of Longnose Point.
- 6.2 The start shall be between the Committee Vessel displaying an orange flag and an orange inflatable mark on the port end of the line.

7 STARTING TIMES

- 7.1 The scheduled Start Times are as per Starting Groups in Appendix A.

8 THE FINISH

- 8.1 The finish line shall be between the Committee Vessel displaying an orange flag and an orange inflatable mark moored nearby.
- 8.2 The finishing area may be in the vicinity of the start area.

9 SHORTENED COURSE

- 9.1 The following methods may be used to shorten course:
- (a) At any rounding mark – In accordance with RRS 32 and Race Signals.
 - (b) On any leg of the course and or Finish Line - Finish between the Committee Vessel displaying Code Flag S and the inflatable mark moored nearby.
 - (c) By deleting a leg or legs of the course – If code flag “S” is attached to a rounding mark then all further marks, until the finish line, are deleted and boats shall round that mark and proceed to the finish line. This amends RRS 32.2 and Race Signals Code Flag “S”.

10 TIME LIMIT

- 10.1 The time limit shall be three and a half (3.5) hours from the starting signal of each Division or official sunset for Sydney (AEDT, whichever occurs earlier).
- 10.2 Any boat finishing outside the time limit shall be scored Did Not Finish (DNF). This amends RRS 35.

11 COMMUNICATIONS

- 11.1 All boats shall maintain a listening watch on VHF 77 for the duration of the regatta.
- 11.2 Notices to Competitors will be posted on the Official Notice Board adjacent the Sailing Office.

12 SCORING & PRESENTATION DINNER

- 12.1 Entrants in the Beneteau Cup will be scored into 2 divisions.
- 12.2 Awards may be awarded at the Presentation Dinner to each boat placing first, second or third in the regatta.
- 12.3 Other awards may be awarded at the discretion of the Race Committee.

13 COURSES

- 13.1 The course to be sailed will be selected from the entire list attached to these Sailing Instructions. Note courses displayed are those for the Lion Island Series. Refer to item 5.0 for corresponding Beneteau Cup Divisions.

13.2 The course shall be indicated by a numeral course board displayed from the Committee Vessel at or before the Warning Signal for the first fleet to start.

13.3 All marks are to be rounded to Starboard unless otherwise indicated (P), denoting a Port rounding.

14 NAVIGATING LION ISLAND

14.1 **At all time's special attention should be given when navigating Lion Island and its surrounds. The effect of swell, breaking seas and the possibility of uncharted rocks must be carefully considered.**

ALL BOATS MUST KEEP AT LEAST 200 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 Sailing Instructions.

15 DISCLAIMER OF LIABILITY

15.1 It is the competitor's decision to enter the Event or to start and continue in any race. 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 must indemnify the Organising Authority 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.

15.2 The Organising Authority their 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.

15.3 **Competitors' attention is drawn to RRS 4 – Decision to Race. The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.**

16 INSURANCE

16.1 Each participating boat must be insured with current third party property insurance cover and valid third-party personal liability insurance cover of not less than AU\$10,000,000 (10 million dollars) or equivalent thereof in any other currency for any one claim event.

17 FURTHER INFORMATION

The Royal Prince Alfred Yacht Club
16 Mitala St, Newport
Telephone: (02) 9998 3771
Fax: (02) 9997 8620
Email: sailing@rpayc.com.au
Website: www.rpayc.com.au

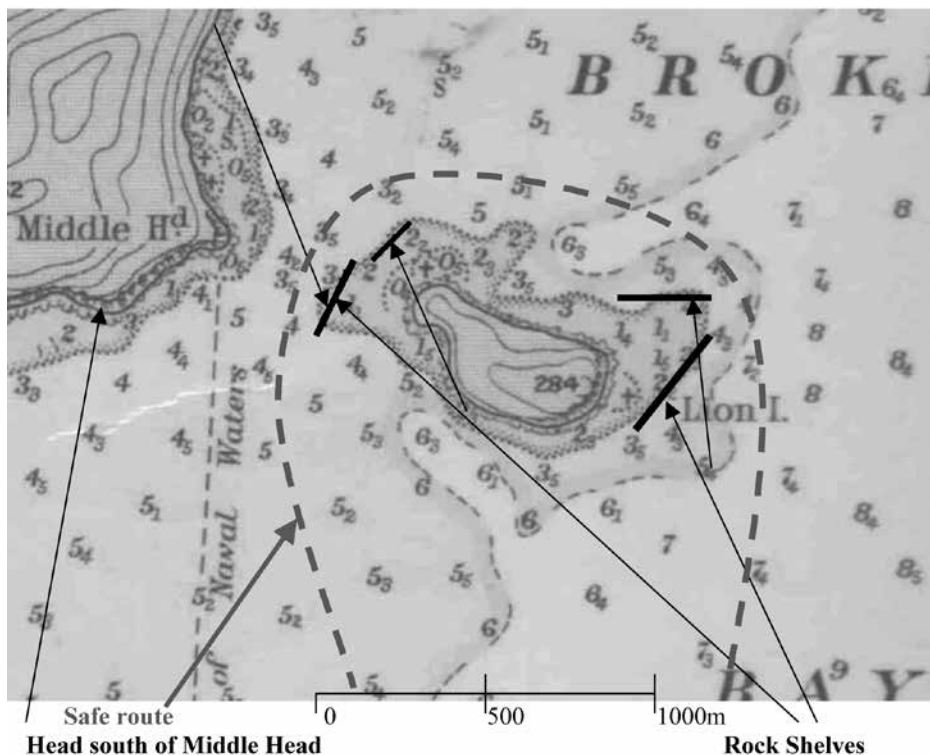
Flagstaff Marine Holdings Pty Ltd
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NAVIGATING LION ISLAND

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.

There are at least four potential 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.

Possible location of "Pinnacle Rock"



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

Yachtsmen should navigate with caution especially when passing the northeastern 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

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 to round the Island.



APPENDIX A – Divisions and Starting Groups

Yacht Name	Beneteau Cup Division	Starting Group	Start Time
AEOLUS	1	2	1200 hrs
ANTIPODES	1	2	
BEAU SOLEIL	1	2	
BOMBOLO	1	2	
BULLRUSH	1	2	
PANAME	1	2	
TAILWIND	1	2	
MINI BATEAU	1	2	
BELLE EPOQUE	2	4	1215 hrs
BLISS	2	4	
DANCING WITH THE WIND	2	4	
EAU DE VIE	2	4	
ELARA	2	4	
ELUSIVE SPIRIT	2	4	
ELYSIAN	2	4	
ESCAPE	2	4	
FREEDOM	2	4	
JANELLEY	2	4	
LA TROISIEME MITEMPS	2	4	
NIGHTINGALE	2	4	
NIRVANA 2	2	4	
TBA	2	4	
TOBRUK	2	4	
WILDE RUSH	2	4	



EMERGENCY RESPONSE & NOTIFICATION OF INCIDENTS

NOTIFICATION OF INCIDENTS

The RPAYC is not able to provide primary emergency response. The NSW Water Police (or AMSA, depending on the incident location) shall coordinate the Emergency Response for boats requiring external medical assistance or requiring assistance when in grave or imminent danger to the safety of the vessel or crew. For any incident requiring Emergency Service assistance the persons at the site of the incident should contact '000'.

Advising the Race Official Team and the RPAYC Club House should then follow.

At all times the RPAYC should be contacted to advise an incident has occurred and an incident report lodged by all parties involved.

The RPAYC may be able to provide assistance in non-emergency situations and/or as directed by the Emergency Services.

For any incident requiring assistance, parties involved should update Emergency Services, the Race Officials and the Club on the situation and assign a point of contact on board.

EMERGENCY RESPONSE

Where a vessel and/or its crew requires **Emergency Response** the vessels crew should use the standard marine radio emergency call procedures (**MAY DAY** or **PAN PAN**).

- **MAY DAY** - Only used if a vessel or person is in grave and imminent danger and requires immediate assistance.
- **PAN PAN** - Used when a Mayday distress signal is not fully justified - vessel requires assistance but is not in grave or imminent danger or if an urgent safety message concerning safety of the vessel or person.
- If the incident does not merit a May Day or Pan Pan call, but emergency assistance is required, Emergency Services should be called by dialing "000". The NSW Water Police Marine Area Command (MAC) are the primary Agency responsible for coordinating Emergency Responses. Incidents requiring Ambulance services refer to Pick up Point for your closest suitable location.

First Response - contact Emergency Services on:

- **VHF Ch. 16 and/or "000" or**
- **Water Police, Sydney 02-9692 5411 or Broken Bay 02-9979 4044**
- **Marine Rescue VHF 16 or 02 9999 3554**



In the case of an incident not requiring Emergency Services contact should be made with:

- **Alfred's 1 on VHF Ch. 77 or on 0428 276 409; or**
- **Alfred's 2 on VHF Ch. 72 or on 0458 787 500; or**
- RPAYC Reception on 9998-3700

NOTIFICATION OF VESSEL ACCIDENTS AND PERSONAL INJURY

If a boating accident occurs in any port or navigable water in NSW, the master of the vessel shall:

- Stop the vessel immediately
- Give any assistance which may be necessary
- Produce any boat or PWC driving license required to be held to authorities and parties
- Give details to any person having reasonable grounds for requesting them e.g. other persons involved in the accident
- Details shall include the master's name and address as well as any distinguishing number which is required to be displayed on the vessel e.g. registration number or permit number.

If requested by a Roads and Maritime Officer or any NSW Police Officer, provide the following details:

- Full identification
- Time, place and nature of accident
- Name and registration number of every vessel involved in the incident
- Name and address of every person who was concerned with or witnessed the accident
- Extent of any injury or damage resulting from the accident
- Produce a boat driving license or Certificate of Competency.

There is a NSW legislative requirement for skippers (and/or Persons-in-Charge of boats) to provide a written report to Roads and Maritime within 24 hours setting out the particulars of the incident if one of the following applies:

- The incident has resulted in the death, or injury to, a person
- The incident has result in damage in excess of \$5000 to a vessel of any other property
- Damage or risk to the environment has occurred.

The relevant NSW RMS Sailing Incident Report form may be found on the RPAYC website in the Incident Procedures section or on the NSW RMS Maritime website.

<http://www.rms.nsw.gov.au/maritime/>

- Copies should also be submitted to the RPAYC and or a Protest Form submitted if the incident occurred during an official event.



Calling an Ambulance - flowchart



**Ambulance Service
of New South Wales**

When you call Triple Zero (000), you will speak with a Telstra Operator who will ask you which service you require – police, fire or ambulance.

If you say **AMBULANCE**, you will be transferred to one of our control centres

To ensure you receive the most appropriate care quickly, the Ambulance control centre officer will ask you the following standard set of questions.

1. **What is the exact address of the emergency?**
(The officer will ask for the suburb name, street address and nearest cross street or location you are calling from)
2. **What is the phone number you are calling from?**
(This information is important in case the control centre needs to call back to obtain further information)
3. **Tell me exactly what happened?**
4. **How old is s/he?** (Approximate age if unsure)
5. **Is s/he awake?**
6. **Is s/he breathing?**

Answering these questions to the best of your ability ensures we have the most accurate information about the patient's condition and can assess the situation quickly

From your responses to the questions above, Ambulance will determine the most appropriate service for you.

Ambulance uses the internationally recognised Medical Priority Dispatch System (MPDS) to determine the level of response required based on the severity of the patient's condition. Not all callers will require an ambulance.

Life-threatening medical emergency. Urgent assistance required

Paramedics sent immediately under lights and sirens.

DO NOT HANG UP

The control centre officer will ask you additional questions to assist paramedics en route.

The control centre officer can also provide further assistance and/or medical instructions depending on the medical emergency.

Medical assistance required but not life-threatening medical emergency

Paramedics will be sent without lights and sirens when available. This may be as soon as 30 minutes or up to 90 minutes during busy periods.

Not an emergency but may require further medical assessment.

Your call is transferred to a registered nurse for assessment.

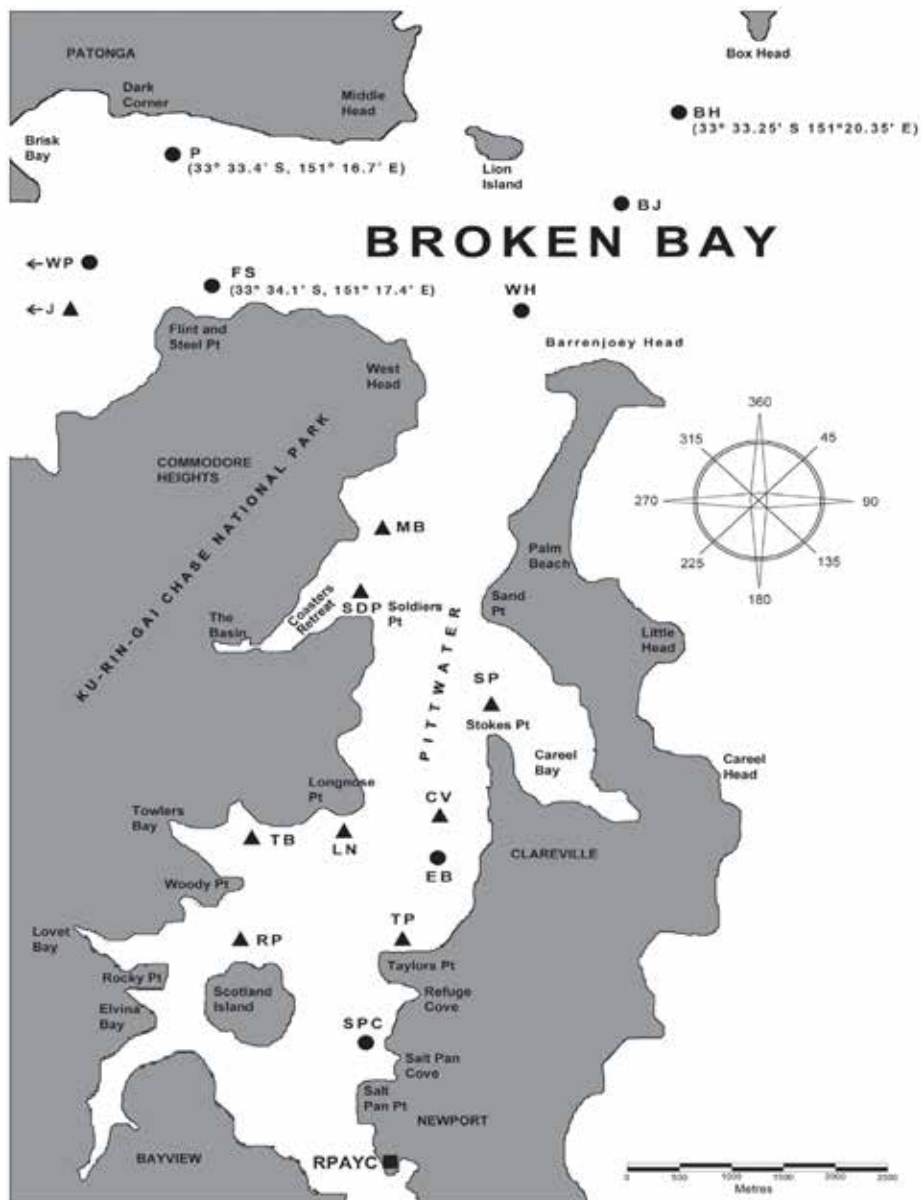
The nurse can provide advice over the phone and identify other methods of transport, or treatment by other health professionals.

The nurse can also return the call to the Triple Zero (000) control centre officer at any time if they believe an ambulance is required.

If your call falls into one of the above categories, you should call Triple Zero (000) again if the patient's condition changes in any way.



CHART OF PITTWATER



MARKS AND DESCRIPTIONS

29 DESCRIPTION OF MARKS

- 29.1 Inflatable Marks may be of orange, yellow, pink, red or green in colour.
- 29.2 The letters "BJ", "WM", "BH" or figures "01", "02", "03", "04" and "08" may be displayed on the respective marks.
- 29.3 All marks are designated as rounding marks except when a mark is designated as a passing mark, indicated by 'mark description' (pass).

2 MARK LOCATIONS

- 29.4 The Latitudes, Longitudes, Distances, Compass Bearings shown herein are intended to assist the competitors locate various rounding marks, and shall be regarded as approximate only. All compass bearings are magnetic.
- 29.5 The approximate magnetic bearing (axis) from the BJ mark to the 01 mark may be displayed from the Committee Vessel. Marks 02, 03, 04 and 08 shall be laid on approximately the same bearing from BJ as 01.
- 29.6 Below are the approximate locations of the marks:
- 01** Inflatable mark shall be laid 1 NM to seaward from the BJ mark.
 - 02** Inflatable mark shall be laid 2 NM to seaward from the BJ mark.
 - 04** Inflatable mark shall be laid 4 NM to seaward from the BJ mark.
 - 08** Inflatable mark shall be laid 8 NM to seaward from the BJ mark.
 - 1PT** First Point. Inflatable mark laid approximately at 33° 29.6' S, 151° 29.2'E.
 - 2PT** Two Points. Inflatable mark laid approximately at 33° 30.8' S, 151° 27.6'E.
 - W V** Windward Mark. Refer NoR / SI 12.4.
 - CV** Clareville. Fixed Yacht Mark either an orange can or yellow pyramid situated northwest of Avalon Sailing Club, approximately at 33° 37.6' S, 151° 18.6' E.
 - BH** Box Head. Inflatable mark laid east of Lion Island, approximately at 33° 33.3' S, 151° 20.4' E.
 - BJ** Barrenjoey. Inflatable mark laid in the vicinity of Barrenjoey Head and Lion Island. (This mark may be the pin end of the offshore starting line).
 - EB** Ellis Buoy. Inflatable mark laid to the southwest of the ~~Avalon~~ Clareville mark.
 - FS** Flint & Steel. Inflatable mark laid approximately at 33° 34.1' S, 151° 17.4' E, northeast of Flint & Steel Point.
 - J** Juno. Fixed Yacht Mark either an orange can or yellow pyramid situated 100m east of Juno Point, at approximately 33° 34.0'S, 151° 15.9'E.



- LI** Lion Island. Situated between West Head and Box Head.
- LN** Longnose Point. Fixed Yacht Mark either an orange can or yellow pyramid situated southwest of Longnose Point, approximately at 33° 37.4' S, 151° 18.0' E.
- LR** Long Reef. Inflatable mark laid approximately at 33° 45.0' S, 151° 22.0' E, approximately 10NM southeast of Barrenjoey Headland.
- MB** Mackerel Beach. Fixed Yacht Mark, an orange can situated between Currawong and Great Mackerel Beach, approximately 33° 35.7' S, 151° 18.3' E
- MR** Maitland Reef. Inflatable Mark laid at approximately 0.7NM E of Maitland Reef. Third Point bears approximately 022°. Gerrin Point bears approximately 263° 33° 32.1' S, 151° 24.4' E.
- P** Patonga Mark. Inflatable mark laid approximately at 33° 33.4' S, 151° 16.7' E, south of Eastern Point or Brisk Bay.
- PB** Palm Beach Mark. Inflatable mark laid approximately at 33° 35.7' S, 151° 20.5' E.
- RP** Rocky Point. Fixed Yacht Mark, an orange can situated to the northeast of Rocky Point, approximately 33° 37.9' S, 151° 17.4' E.
- SDP** Soldiers Point. Fixed Yacht Mark, an orange can situated to the north of Soldiers Point, approximately 33° 36.0' S, 151° 18.3' E.
- SP** Stokes Point. Fixed Yacht Mark, an orange can situated approximately 200 metres northwest of Stokes Point, approximately 33° 36.7' S, 151° 18.8' E.
- SPC** Salt Pan Cove. Inflatable mark laid approximately northwest of Salt Pan Cove Maritime Beacon, towards Scotland Island.
- TB** Towlers Bay. Fixed Yacht Mark, an orange can situated approximately 400 metres from the shoreline in Morning Bay (Towlers Bay), approximately 33° 37.5' S, 151° 17.6' E.
- TGL** Terrigal Mark. Inflatable mark laid approximately at 33 27.6'S S, 151° 30.0' E.
- TP** Taylors Point. Fixed Yacht Mark, orange can situated to the northwest of Taylors Point Wharf, approximately at 33° 37.9' S, 151° 18.3' E.
- WH** West Head. Inflatable mark laid in the vicinity of First Head and Shark Rock (Barrenjoey and West Head).
- WM** Wing Mark. Inflatable mark shall form part of a right-angled triangle with BJ and 02 forming the hypotenuse. The approximate bearing from 02 to WM shall be the bearing displayed from the Committee Vessel minus 135°.
- WP** Walker Point. Inflatable mark situated 200 metres northeast of Walker Point between Little Patonga & Patonga Beach.



RPAYC COURSES 2018-2019 - Amendment #1 3.05.19

Course		Wind Direction	Description	Approx. Distance	Course	Wind Direction	Description	Approx. Distance
Announced by the Race Officer on VHF Radio								
0	ALL				31	SW	START - RP(p) - SP(p) - RP(p) - RP(p) - CV(p) - FIN	9.0
1	NE		START - SP - RP - TP - RP - SP - RP - SP - TP - RP - RP - FIN	14.7	32	SW	START - RP(p) - TP(p) - SP(p) - RP(p) - CV(p) - FIN	6.3
2	NE		START - SP - TP - RP - SP - RP - SP - TP - RP - RP - FIN	11.3	33	W	START - RP - CV(p) - RP - TP(p) - CV(p) - RP(p) - RP(p) - CV(p) - FIN	10.2
3	NE		START - SP - RP - LN - TP - RP - SP - RP - RP - FIN	9.3	34	W	START - RP - TP(p) - CV(p) - TB(p) - CV(p) - RP(p) - RP(p) - CV(p) - FIN	8.2
4	NE		START - SP - RP - LN - TP - RP - RP - FIN	5.9	35	W	START - RP - CV(p) - TB(p) - CV(p) - RP(p) - RP(p) - CV(p) - FIN	7.5
5	NE		START - SP - TP - RP - FIN	4.2	36	W	START - RP - CV(p) - RP(p) - CV(p) - RP(p) - CV(p) - FIN	5.9
6	NE		START - SP - RP - SP - RP - LN - FIN	9.4	37	NW	START - TB - TP(p) - CV(p) - MB - SP - TP - TB(p) - SPC(p) - FIN	8.4
7	NE		START - EB(p) - RP - SP - RP - LN - FIN	7.8	38	NW	START - TB - TP(p) - CV(p) - SDP - SP - TP - TB(p) - SPC(p) - FIN	7.9
8	NE		START - SP - RP - LN - FIN	6.0	39	NW	START - TB - TP(p) - CV(p) - SP - TP - TB(p) - SPC(p) - FIN	6.4
9	NE		START - SP - RP - FIN	5.3	40	NW	START - TB - TP(p) - MB - SPC - MB - SPC(p) - FIN	13.5
10	NE		START - EB(p) - RP - SP - RP - SP - FIN	8.6	41	NW	START - TB - TP(p) - SDP - SPC - MB - SPC(p) - FIN	12.9
11	NE		START - EB(p) - RP - LN - RP - SP - FIN	6.6	42	NW	START - TB - SPC - MB - SPC(p) - FIN	8.7
12	NE		START - EB(p) - RP - SP - FIN	5.2	43	NW,SE,W	START - SP(p) - MB - WH(p) - P - WH - MB(p) - SP - FIN	13.8
13	NE		START - MB - BH(p) - WH - MB(p) - FIN	12.0	44	NW,SE,W	START - MB - WH(p) - P - WH - MB(p) - FIN	13.2
14	E		START - TP(p) - SP(p) - TB(p) - RP(p) - TP(p) - TB(p) - RP(p) - FIN	11.2	45	NW,SE,W	START - MB - WH(p) - P - MB(p) - FIN	10.8
15	E		START - EB(p) - SP(p) - TB(p) - RP(p) - EB(p) - TB(p) - RP(p) - FIN	8.0	46	ALL	START - SP(p) - MB - WH(p) - MB(p) - SP - FIN	9.0
16	E		START - EB(p) - TB(p) - RP(p) - EB(p) - TB(p) - RP(p) - FIN	7.0	47	ALL	START - MB - WH(p) - MB(p) - FIN	8.4
17	E		START - TP(p) - LN - SP - TB(p) - EB(p) - TB(p) - RP(p) - FIN	6.0	48	W-E	START - TB - SP(p) - MB - WH(p) - P - WH - MB(p) - FIN	13.8
18	SE		START - SPC(p) - MB - TP - MB - SPC - TB - FIN	13.1	49	W-E	START - MB - WH(p) - P - WH - MB(p) - FIN	13.2
19	SE		START - SPC(p) - SDP - TP - SDP - SPC - TB - FIN	11.3	50	W-E	START - MB - P - MB(p) - FIN	12.4
20	SE		START - SPC(p) - SDP - SPC - TB - FIN	8.3	51	ALL	START - TB - SP(p) - MB - WH(p) - FIN	7.8
21	SE		START - SPC(p) - SDP - SPC - TB - FIN	8.1	52	NE	START - SP(p) - MB - BH(p) - L(p) - MB(p) - FIN	13.2
22	SE		START - SPC(p) - TB - SPC - TB - FIN	7.1	53	NE	START - SP(p) - MB - BH(p) - MB(p) - FIN	12.3
23	SE		START - SPC(p) - TB - TP - TB - SPC - TB - FIN	6.3	54	NE	START - MB - BH(p) - MB(p) - FIN	12.0
24	S		START - SPC(p) - MB - TP - TB(p) - SPC(p) - LN - TP - TB(p) - FIN	11.4	55	ALL	START - MB - L(p) - MB(p) - FIN	11.4
25	S		START - SPC(p) - MB - TP - TB(p) - RP(p) - LN - TP - TB(p) - FIN	10.1	56	SE	START - MB - L(p) - MB(p) - TP - TB(p) - FIN	12.4
26	S		START - SPC(p) - MB - SPC(p) - LN - TP - TB(p) - FIN	10.4	57	ALL	START - MB - L(p) - P(p) - MB(p) - FIN	14.0
27	S/SE		START - SPC(p) - MB - TP - TB(p) - FIN	7.7	58	ALL	START - OR(p) - B(p) - FIN	17.5
28	S/SE		START - SPC(p) - SDP - TP - TB(p) - FIN	7.1	59	NE	START - LPT - B(p) - FIN	19.5
29	SW		START - RP(p) - TP(p) - SP(p) - RP(p) - SP(p) - RP(p) - CV(p) - FIN	12.7	60	NE	START - TGL - B(p) - FIN	23.5
30	SW		START - RP(p) - TP(p) - SP(p) - RP(p) - SP(p) - RP(p) - CV(p) - FIN	9.3				

Any amendments or updates to this page will be posted on the Club's website

RPAYC COURSES 2018-2019 - Amendment #1 03.05.19

Course	Wind Direction	Description	Approx. Distance	Course	Wind Direction	Description	Approx. Distance
61	NE	START - 2PT(P) - PB(P) - 2PT(P) - BJ(P) - FIN	31.1	84	W	Div 1 START - RP(P) - TP(P) - TP(P) - TB - SP(P) - MB - TP - TB(P) - SPC(P) - TB(P) - FIN	12.5
62	ALL	START - 04(P) - BJ(P) - 04(P) - BJ(P) - FIN	17.5		Div 2	START - RP(P) - TP(P) - TB - SP(P) - SDP - CV - TB(P) - SPC(P) - TB(P) - FIN	10.0
63	SE	START - LR(P) - BJ(P) - FIN	25.5		Div 3 & 4	START - TB - SP(P) - SDP - CV - TB(P) - SPC(P) - TB(P) - FIN	8.7
64	ALL	START - 08(P) - BJ(P) - 04(P) - BJ(P) - FIN	25.5	85	W	Div 1 START - RP(P) - TP(P) - TB - SP(P) - SDP - CV - TB(P) - SPC(P) - TB(P) - FIN	10.0
65	W	START - J(P) - 2PT(P) - BJ(P) - FIN	23.6		Div 2	START - TB - SP(P) - SDP - CV - TB(P) - SPC(P) - TB(P) - FIN	8.7
66	NE	START - 2PT(P) - BJ(P) - FIN	15.7		Div 3 & 4	START - TB - CV - TB(P) - SPC(P) - TB(P) - FIN	5.7
67	ALL	START - 04(P) - BJ(P) - 02(P) - BJ(P) - FIN	13.5	86	S	Div 1 START - MB - TP - SDP - TP - SDP - TP - TB(P) - FIN	14.6
68	NE	START - BJ(P) - P - FIN	8.9		Div 2	START - SDP - TP - SDP - TP - TB(P) - FIN	10.2
69	NE	START - SP(P) - MB - BJ(P) - P - FIN	9.7		Div 3 & 4	START - LN - TP - SDP - TP - TB(P) - FIN	7.5
70	NE	START - SP(P) - MB - BJ - 01(P) - P - FIN	11.7	87	ALL	Div 1 START - MB - SPC - TB(P) - FIN	8.2
71	NE	START - SP(P) - MB - BJ - 02(P) - P - FIN	13.7		Div 2	START - SDP - CV - TB(P) - FIN	6.1
72	NE	START - SP(P) - MB - BJ - 02(P) - J - FIN	14.4		Div 3 & 4	START - LN - TP - TB(P) - FIN	3.7
73	SE	START - TP(P) - MB - P(P) - FIN	8.9	89	N-NE	Div 1 START - TP(P) - RP - SP - RP - SP - FIN	8.2
74	SE	START - TP(P) - MB - BH(P) - P(P) - FIN	11.7		Div 2	START - SP - RP - SP - FIN	7.2
75	SE	START - TP(P) - MB - BH(P) - J - FIN	13.5		Div 3 & 4	START - TP(P) - RP - SP - FIN	4.8
76	SE	START - SPC(P) - MB - BH(P) - P(P) - FIN	13.2	90	N-NE	Div 1 START - SP - RP - SP - FIN	7.2
77	SE	START - SPC(P) - MB - BH(P) - J - FIN	15.0		Div 2	START - TP(P) - RP - SP - FIN	4.8
78	ALL	START - TB - SP(P) - MB - BH(P) - MB(P) - FIN	12.6		Div 3 & 4	START - SP - FIN	3.8
79	ALL	START - MB - BH(P) - MB(P) - FIN	10.1	91	S-SE	Div 1 START - TB - SP(P) - MB - TP - TB(P) - FIN	7.6
80	SE or NW	START - MB - TP - MB - TP - SDP - TP - TB(P) - FIN	14.8		Div 2	START - MB - TP - TB(P) - FIN	7.0
		START - MB - CV - SDP - TP - SDP - TP - TB(P) - FIN	13.3		Div 3 & 4	START - SDP - TP - TB(P) - FIN	6.4
		START - SDP - TP - SDP - TP - TB(P) - FIN	10.2	92	S-SE	Div 1 START - MB - TP - TB(P) - FIN	7.0
81	SE or NW	START - MB - TP - MB - TP - TB(P) - FIN	11.1		Div 2	START - SDP - TP - TB(P) - FIN	6.4
		START - SDP - CV - SDP - TP - TB(P) - FIN	9.4		Div 3 & 4	START - TB - CV - TP - TB(P) - FIN	4.1
		START - MB - TP - TB(P) - FIN	7.0	93	W	Div 1 START - CV(P) - TB(P) - CV(P) - RP(P) - CV(P) - TP - FIN	6.9
82	NE or SW	START - SP - CV - MB - CV - RP - SP - TP - RP - SP - FIN	15.3		Div 2	START - CV(P) - RP(P) - CV(P) - RP(P) - TP - FIN	5.3
		START - SP - CV - RP - SP - TP - RP - SP - FIN	11.7		Div 3 & 4	START - RP(P) - CV(P) - RP(P) - TP - FIN	3.8
		START - TP(P) - RP - SP - TP - RP - SP - FIN	9.2	94	N-NE	Div 1 START - TP(P) - RP - SP - FIN	4.8
83	NW	START - TB(P) - TP(P) - MB - TP - MB - TP - TB(P) - SPC(P) - TB(P) - FIN	14.6		Div 2	START - RP - SP - FIN	4.1
		START - TB(P) - TP(P) - MB - TP - TB(P) - SPC(P) - TB(P) - FIN	10.2		Div 3 & 4	START - SP - FIN	3.8
		START - TB(P) - TP(P) - SDP - TP - TB(P) - SPC(P) - TB(P) - FIN	9.6				

Any amendments or updates to this page will be posted on the Club's website