

SAILING INSTRUCTIONS

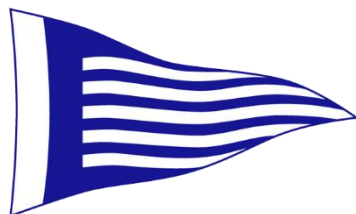
2023 SOUTH AUSTRALIAN WOMEN'S KEELBOAT REGATTA



The SAWKR logo represents our journey as women sailors traveling along the river and seas of Kurna country and pays respect to the Kurna custodians of this land. Artist: Jardi Welch | Born: 1994, Adelaide, Kurna Country. "I am a proud Kurna, Narungga, Ngarrindjeri woman living and creating on Kurna land." The logo was made possible through a generous grant from the City of Port Adelaide Enfield Council

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**Cruising Yacht Club
of South Australia**

Cruising Yacht Club of South Australia
Lady Gowrie Drive
PO Box 1020
North Haven SA 5018

(08) 8248 4222

Club Reception Hours: Monday-Saturday 09:00-17:00

Race Committee refers to the SAWKR Race Committee, which will be posted on the Notice Board.

[NP] denotes that a breach of this rule will not be grounds for protest by boat. This changes RRS 64.1(a)

[DP] denotes a rule for which the penalty is at the discretion of the protest committee. This changes RRS 64.1

1. RULES

- 1.1 All races will be governed by the rules as defined by the Racing Rules of Sailing RRS 2021-2024, Prescriptions and Safety Regulations of Australian Sailing (AS), the South Australian Recreational Boating Regulations (DTEI) and the International Regulations for Prevention of Collisions at Sea. 1972 (COLREGS).
- 1.2 Appendices A and B shall be read in conjunction with these Sailing Instructions (SIs) and take precedence where there is a conflict, unless stated as permanent changes.
- 1.3 No anchors shall be carried with any part outboard.

2. CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the Sailing Instructions will be posted before 0900 on the day it will take effect.
- 2.2 Changes to a Sailing Instruction may be made on the water. See Appendices A and B.

3. COMMUNICATION WITH COMPETITORS

See Appendices A or B for the relevant methods of communications.

4. CODE OF CONDUCT

[DP] Competitors and support persons shall comply with reasonable requests from race officials.

5. SIGNALS MADE ASHORE

Signals made ashore will be displayed appropriately as indicated in Appendices A and B.

6. SCHEDULE OF RACES

6.1

Date	Races	First Warning Signal
Sat, 30 September 2023	Racing	1055
Sun, 1 October 2023	Racing	1055
Mon, 2 October 2023	Racing	1055

- 6.2 One extra race per day may be sailed provided races do not become more than one ahead of schedule.
- 6.3 No warning signal will be made after 1300 hours on Monday 2 October 2023.

7. DIVISIONS AND CLASSES

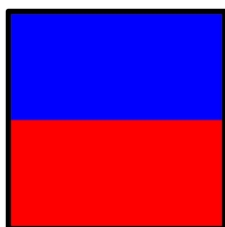
- 7.1 The Race Committee will allocate boats to a division or class for a Series or race.
- 7.2 To form a division or class there shall be a minimum of 5 boats or a number at the discretion of the Race Committee.

8. DIVISIONS AND CLASS FLAGS

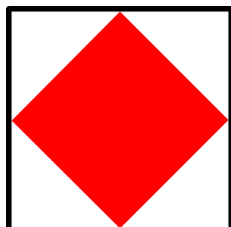
The following divisions may be available:

Division	Handicap system
1	AMS
1	PHS
2	PHS
Elliott 7s	OD
Elliott 7s	PHS
Trailerable Boats	PHS

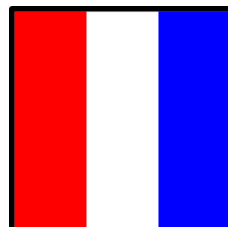
- 8.1 Boats shall conspicuously display the appropriate racing flag(s) as shown in the SIs or other flags/pennants as instructed on a backstay or other stern attachment while racing. Failure to do so may result in a boat being scored DNC.
- 8.2 The class flag for Division 1 will be code flag E.
The class flag for Division 2 will be code flag F.
The class flag for Elliott 7s will be code flag T.
The class flag for Trailerables will be code flag O.



Division 1 "E"



Division 2 "F"



Elliott 7 "T"



Trailerable "O"

9. RACING AREA

- 9.1 Area A is located in Gulf St Vincent at North Haven.
- 9.2 Division 1, Division 2 and Elliott 7s will race in Area A.
- 9.3 Area B is located adjacent to the PASC in the Port River.
- 9.4 Trailerable boats will race in Area B unless registered for racing in Division 2.

10. COURSES

- 10.1 Details of Courses for Areas A and B are to be found in Appendices A and B. The diagrams in the SI Appendices show the courses, the order in which marks are to be passed, and the side on which each mark is to be left.
- 10.2 Should adverse sailing conditions arise, all racing may be shifted to Area B.

11. MARKS

See Appendices A or B for relevant marks.

12. START

- 12.1 Races will be started using RRS26.
- 12.2 When more than one race is held on the same day, the warning signal for each succeeding race will be made as soon as practicable after the last boat in each division finishes in the preceding race. To alert boats that a race or a sequence of races will begin soon the Answering Pennant (AP) shall be displayed before the warning signal is made. The AP flag shall be lowered 1 minute before the warning signal.
- 12.3 Boats which are premature starters and fail to return may be called on the prescribed radio channel.
- 12.4 Failure to hear the radio communication or return to start correctly will not be grounds for redress.
- 12.5 A boat that does not start within 10 minutes after her starting time will be scored Did Not Start without a hearing. This changes RRS A 5.1 and A 5.2.
- 12.6 Late to the start line: A boat running late for the start may use its engine after the preparatory signal for the purpose of proceeding to the starting area, providing that before starting, the boat shuts off her engine. A late to start boat shall complete their 360 on the pre-start side of the course after the start signal has been made and after getting well clear of all other boats, making 1 tack and 1 gybe in the same direction under sail. A boat taking a penalty turn shall report the circumstances, in writing, to the Boating Office after the race and within the protest time limit. [NP]

13. CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the course, the race committee will lay a new mark (or move the finish line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by the original mark.

14. THE FINISH

Instructions regarding the Finish are detailed in Appendices A and B.

15. PENALTY SYSTEM

The Two-turns penalty is replaced by the One-turn penalty. This changes RRS 44.1.

16. HEARING REQUESTS

- 16.1 Competitors are required to communicate their intention to protest to the Race Committee before leaving the race area.
- 16.2 Protests shall be lodged in accordance with RRS 61 to the Boating Office.
- 16.3 Protests shall be in writing and lodged within 90 minutes of the finishing time of the last boat in the last race of the day or after the abandonment signal is made.
- 16.4 A notice will be posted on the Official Notice Board as soon as practicable after the protest time limit, showing details of hearings. The Race Committee may contact competitors by mobile phone.
- 16.5 An Arbitration hearing will be conducted for all protests lodged. Such hearings will be held subsequent to the protest being lodged and prior to the Protest hearing. RRS Appendix T shall apply.

17. SCORING

- 17.1 One (1) race is required to constitute a series.
- 17.2 When one (1) to three (3) races have been completed, a boat's series score will be the total of her race scores.

- 17.3 When more than three (3) races have been completed, a boat's series score will be the total of her race scores, excluding her worst score.
- 17.4 The Performance Handicap System (PHS) results will be decided by application of the Time Correction Factor (TCF). The PHS TCF will be allocated by the Race Committee or its nominee, will be re-calculated between races, and will not be subject to protest, redress or dispute. This changes RRS 62.1(a). The operation of the PHS is described in the CYCSA Notice of Race for the 2023-24 season, available on the club website (www.cycsa.com.au).

18. HANDICAPPING [DP]

- 18.1 A computer-generated TopYacht Handicapping System will be used for PHS Series races.
- 18.2 Change of nominated helmsperson. The helmsperson shall be nominated on the entry form for each series. The Race Committee shall be advised of a change to the helmsperson at least 24 hours prior to a race. A change of helmsperson may vary a boat's handicap. This does not preclude crew members taking the helm for short periods during a race, but not during the starting period.
- 18.3 The Race Committee shall be advised in writing of any alterations to a boat and/or its equipment that may affect its performance not less than 24 hours before racing.

19. SAFETY [NP]

- 19.1 All races shall be Category 6. Where Department of Transport regulations for boats in unprotected waters exceed the AS Special Regulations Part 1 then the Department of Transport regulations shall apply.
- 19.2 Life Jackets: On boats without lifelines or those with lifelines that do not comply with AS Special Regulations 3.12, all crew shall wear a Life Jacket at all times while racing as per AS Special Regulations Part 1 Section 5.
- 19.3 Retiring: A boat that retires from a race shall lower her racing flag and notify the Race Committee as soon as possible after retiring, and before the end of the protest time limit. Failure to comply will result in a boat being scored DNC.
- 19.4 Commercial ships (longer than 25m) are restricted in their ability to manoeuvre while entering or departing the Port River and boats should take avoiding action early. In the event of avoiding action being necessary, a boat may start her engine to get out of the path of a ship, shall log her time/distance delay/gain and may continue racing after turning her engine off. She may lodge a written request to the Race Committee for compensation of time lost. Similarly, if she finds herself in a better position after turning her engine off, she shall notify the Race Committee. Notification shall be made in writing before the end of the protest time limit.

20. SAIL NUMBERS

A boat shall notify the Boating Office in writing one hour before the first warning when a sail number does not match the registered sail number on the entry form. Failure to do so may result in being scored DNC.

21. SUPPORT BOATS

Support boats may not enter the course area, starting area, finishing area, or go closer than 100 metres to any boat racing between the first preparatory signal for the first division to start and when the last boat finishes, or the race Committee signals a postponement or an abandonment, except under the advisement of the Race Officer. The penalty for failing to comply with the requirement may, after protest, be the disqualification of all boats associated with the infringing support vessel.

22. HAUL OUT RESTRICTIONS

Boats (including J24s, Sports Boats and Trailerables) shall not be hauled out during the regatta except with and according to the terms of prior written permission of the Race Committee.

23. MANDATORY REPORTING OF INCIDENTS

- 23.1 Accidents and Incidents while racing are to be reported by email or in writing to the Boating Office using the form available in the Boating Office within 24 hours of the finish time of a boat.
- 23.2 Reportable accidents or incidents are those that require anything more than basic on board first aid. Examples include the attendance and or assistance of a medical professional; collision while racing (whether subject to protest or not); and significant gear failure (such as mast, standing rigging, lifeline, rudder or keel issues).

24. PRIZES

- 24.1 Prizes for daily race wins will be awarded after racing at the end of each day of competition. Overall Regatta place getters will be awarded prizes at the official presentation at the CYCSA at approximately 1700 hours on the last day of racing.
- 24.2 A Perpetual Trophy (**The Tess McGrath Trophy**) will be presented to the Most Outstanding Boat of the SA Women's Keelboat Regatta based on PHS results. Kindly donated by former CYCSA Commodore, Tess McGrath.
- 24.3 A Perpetual Trophy (**The Spirit of Sailing Trophy**) will be presented to the Boat demonstrating the best spirit of sailing while in the SA Women's Keelboat Regatta. Kindly donated by the City of Port Adelaide Enfield.
- 24.4 A Perpetual Trophy (**The Most Improved Boat Trophy**) will be presented to the most improved Boat in the SA Women's Keelboat Regatta. Kindly donated by the City of Port Adelaide Enfield.
- 24.5 A Perpetual Trophy (**The Helen Willmer Trophy**) will be presented to the Best Novice Skipper of the SA Women's Keelboat Regatta. Kindly donated by Helen Willmer RSAYS.
- 24.6 A Perpetual Trophy (**The Owner/Skipper Trophy**) will be presented to the Best Placed Owner/Skipper based on PHS results.
- 24.7 A Perpetual Trophy (**The PHS Division 1 Trophy**) will be presented to the winner of PHS Division 1 racing.
- 24.8 A Perpetual Trophy (**The PHS Division 2 Trophy**) will be presented to the winner of PHS Division 2 racing.
- 24.9 A Perpetual Trophy (**The PHS Elliott 7 Trophy**) will be presented to the winner of PHS Elliott 7 Division racing.
- 24.10 A Perpetual Trophy (**The PHS Trailerables Trophy**) will be presented to the winner of PHS Trailerables Division racing.
- 24.11 A Perpetual Trophy (**The AMS Division 1 Trophy**) will be presented to the winner of AMS Division 1 racing.

25. DISCLAIMER OF LIABILITY

- 25.1 Warning: Sailing and activities associated with it involve risks of personal injury, loss, damage and even death. The risks include, but are not limited to, the risk of injury from collision, capsizing, falling overboard, being trapped under a sail or boat after capsize and impact with equipment. The risks involved in this activity are increased by adverse weather conditions, inadequate training, fatigue, inexperience, failure to maintain the boat, failure to supply and use the recommended safety equipment and failure to observe the RRS, AS Prescriptions and the Sailing Instructions.

- 25.2 The Organising Authority relies upon the provisions and limitations of the South Australian Civil Liability Act 1936 and notifies all race participants who engage in recreational activity that they do so at their own risk. See RRS 3, Decision to Race, “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.
- 25.3 Having given this risk warning, the Organising Authority will not accept any liability for material damage, personal injury or death sustained in conjunction with, prior to, during, or after racing.

APPENDIX A

SAILING INSTRUCTIONS FOR RACING AREA A

In Gulf St Vincent, off North Haven, South Australia.

1. RULES

Marine VHF Radios shall be carried, which may be permanently installed or be waterproof handheld and must be capable of operating on channels 16 and 77.

2. CHANGES TO SAILING INSTRUCTIONS

Verbal changes to the Sailing Instructions may be made from the Committee Boat by displaying the 'Third Substitute' with two sound signals followed by no less than three broadcasts over the VHF race radio channel 77. Failure by the competitor to hear the transmissions will not be grounds for redress. This changes RRS 62.1(a).

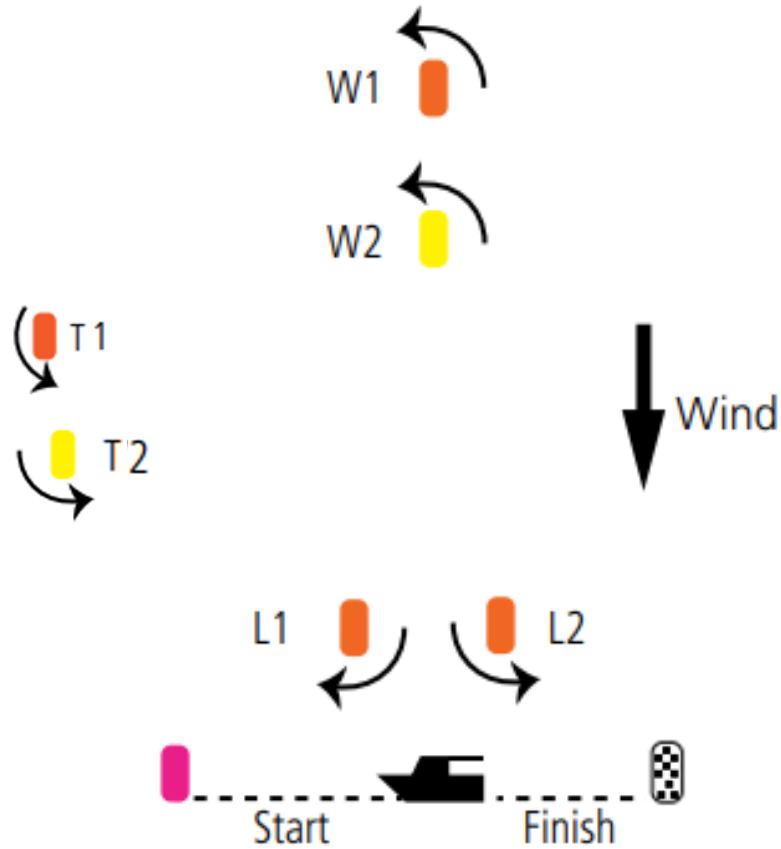
3. COMMUNICATIONS

- 3.1 Notices to competitors will be placed on the Official Notice Board located in the Boating Office at the CYCSA.
- 3.2 Signals Made Ashore: when Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 60 minutes' in race signal AP. This changes RRS signals.








4. MARKS

- 4.1 The starting mark will be a pink buoy.
- 4.2 The finishing mark will be a chequered buoy.
- 4.3 Course marks will be large inflatable buoys. W1 will be orange, and W2 will be yellow. L1 and L2 will be orange. T1 will be orange & T2 will be yellow.
- 4.4 New Marks: new marks for course changes will be W1 orange with a black band and W2 yellow with a black band.
- 4.5 In the fixed mark courses, a laid orange mark may be placed on the course at the discretion of the RO. Distance and direction to the laid mark will be displayed at the stern of the Committee Boat. The RO will raise a red or green flag on the Committee Boat which will also indicate the direction to round that mark.








5. COURSES



Division 1

Pennant 1		Start - W1(P) - Finish.
Pennant 2		Start - W1(P) - L1/L2 - W1(P) - Finish.
Pennant 3		Start - W1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - Finish.
Pennant 4		Start - W1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - Finish.
Pennant 5		Start - W1(P) - L1/L2 - W1(P) - T1(P) - Finish.
Pennant 6		Start - W1(P) - L1/L2 - W1(P) - T1(P) - L1/L2 - W1(P) - Finish.
Pennant 7		Start - W1(P) - T1(P) - L1/L2 - W1(P) - L1/L2 - W1(P) - T1(P) - Finish.

Division 2

Pennant 1		Start - W2(P) - Finish.
Pennant 2		Start - W2(P) - L1/L2 - W2(P) - Finish.
Pennant 3		Start - W2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - Finish.
Pennant 4		Start - W2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - Finish.
Pennant 5		Start - W2(P) - L1/L2 - W2(P) - T2(P) - Finish.
Pennant 6		Start - W2(P) - L1/L2 - W2(P) - T2(P) - L1/L2 - W2(P) - Finish.
Pennant 7		Start - W2(P) - T2(P) - L1/L2 - W2(P) - L1/L2 - W2(P) - T2(P) - Finish.

FIXED MARK COURSES

Division 1

Course 1:

Start; No 1 Lead In/No 3 Lead Out (P); Wonga Shoal Buoy (S); No 2 Red Beacon (S); No 1 Lead In/No 3 Lead Out (S); Finish in vicinity of Start.

Course 2:

Start; Laid Mark (if signalled); Wonga Shoal Buoy (S); No 1 Green Beacon (S); No 1 Lead Out (P); No 1 Lead In/No 3 Lead Out (S); Laid Mark (if signalled at Start) (P); Finish in vicinity of Start.

Course 3:

Start; Laid Mark (if signalled); Wonga Shoal Buoy (P); No 1 Lead In/No 3 Lead Out (P); No 11 Green Beacon (S); No 5 Green Beacon (P); No 1 Lead Out (S); Finish in vicinity of Start.

Division 2

Course 1:

Start; No 1 Lead In/No 3 Lead Out (P); Wonga Shoal Buoy (S); No 5 Green Beacon (S); No 1 Lead In/No 3 Lead Out (S); Finish in vicinity of Start.

Course 2:

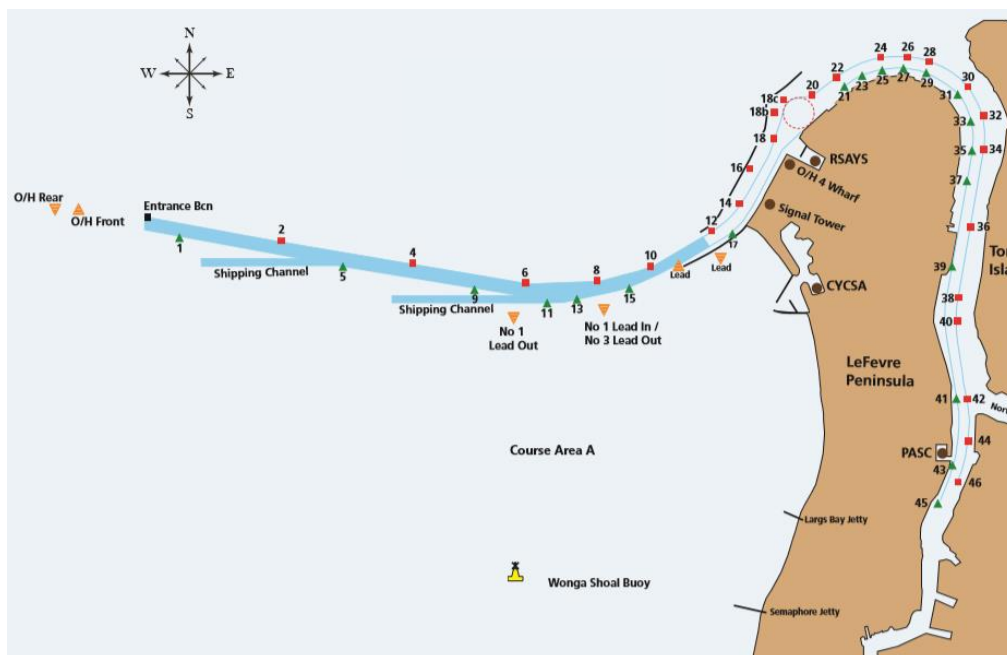
Start; Laid Mark (if signalled); Wonga Shoal Buoy (S); No 5 Green Beacon (S); No 1 Lead Out (P); No 1 Lead In/No 3 Lead Out (S); Laid Mark (if signalled at Start) (P); Finish in vicinity of Start.

Course 3:

Start; Laid Mark (if signalled); Wonga Shoal Buoy (P); No 1 Lead In/No 3 Lead Out (P); No 11 Green Beacon (S); No 9 Green Beacon (P); No 1 Lead Out (S); Finish in vicinity of Start.

OUTER HARBOR BEACONS

This is map of Course Area A.



Description	Latitude	Longitude
Beacon #1 Green	34 46.994 S	138 22.934 E
Beacon #2 Red	34 47.038 S	138 23.880 E
Beacon #5 Green	34 47.254 S	138 24.513 E
Beacon #9 Green	34 47.450 S	138 25.707 E
Beacon #11 Green	34 47.598 S	138 26.568 E
#1 Lead Out	34 47.654 S	138 26.255 E
#1 Lead In/#3 Lead Out	34 47.633 S	138 27.176 E
Wonga Shoal Buoy	34 49.966 S	138 26.082 E

6. START

- 6.1 Starting countdowns may be broadcast on VHF 77 in Area A.
- 6.2 Prior to the warning signal the approximate bearing and distance in nautical miles to the windward mark may be displayed on the Committee Boat.

7. START LINE

- 7.1 The starting line will be between a staff displaying an orange flag on the Committee Boat at the starboard end and the starting pink mark at the port end.
- 7.2 A buoy carrying a pink flag may be moored near or streamed from the Committee Boat. For the purpose of the application of the rules, this buoy is deemed to be part of the Committee Boat and any boat touching the buoy or passing between it and the Committee Boat shall be deemed to have touched the Committee Boat.

8. FINISH LINES

The Finish Line will be between a staff displaying a blue flag on the Committee Boat and the chequered finish mark.

9. TIME LIMIT

The time limit for Windward/Leeward races will be 2 hours. The time limit for Fixed Mark races will be 3 hours.

10. RADIO COMMUNICATION

- 10.1 In accordance with RRS 41, the Race Committee may broadcast the course to be sailed, names/sail numbers of OCS boats, and/or any other information of interest to competitors. Any failure of, or defect in, such a broadcast will not be grounds for redress. This changes RRS 60.1 and 62.
- 10.2 Race communications will be via VHF Channel 77. Boats must maintain a listening watch at all times while afloat.
- 10.3 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

11. SIGN ON AND SIGN OFF

- 11.1 Boats shall 'sign on' by passing astern of the committee boat, on starboard tack, prior to the first race of each day, hailing their sail number and number of persons on board, and receiving an acknowledgement.

- 11.2. All boats shall keep clear of the Start Line once they have signed on, and during the start sequence of another division.

12. RISK WARNINGS

12.1 Ships Underway

All competitors must take great care when transiting the shipping channel extending from Outer Harbor when commercial traffic is outbound from the Port River or inbound from Gulf St Vincent. Navigation charts of the area define the channel limits.

Any competitor passing in front of a commercial vessel, and particularly any vessel constrained to the shipping channel by its draught, must:

- Be able to clearly see the bridge of the commercial vessel for the entirety of the competitor's passage across the shipping channel.
- Cross the shipping channel with a water track that is as close to perpendicular to the channel as possible.
- Consider before crossing if any doubt exists as to the ability of the commercial vessel to clearly observe the passage of a competitor's vessel across the channel. If any doubt exists, competitors should take any and all action necessary to avoid passing in front of the commercial vessel, as early as possible.
- Respond to any communication attempts by commercial vessels (by sound, sight or radio) proactively and with the intention of keeping clear of that vessel.

Competitors passing astern of a commercial vessel shall do so without passing within 60m of the stern of that vessel and should be aware of the powerful wake, wash and water turbulence created by large commercial vessels.

Competitors shall not pass between a pilot vessel, a tug or any other port operations vessel and a commercial vessel while they are engaged in commercial operations. In general competitors should not approach any aspect of a commercial vessel within 60m. If other regulations describe another distance the furthest approach distance should be observed.

Competitors need to be aware that large commercial vessels can travel at deceptively high speeds and cannot slow, stop or alter course easily.

If a competitor's racing result is negatively affected by keeping clear of the shipping channel or by avoiding commercial shipping, then that competitor may qualify for redress from the Race Committee. Competitors who put their vessels and crew at risk, disrupt commercial operations or have ignored the principles outlined above are liable to protest from the Race Committee and other competitors. Furthermore, there are significant penalties that ports operators, Water Police, yacht clubs and other organisations can levy against competitors for interference with commercial shipping operations.

- 12.2 Outer Harbor Southern Breakwater: Boats shall not pass between the beacon and the extremity of the breakwater.

APPENDIX B

SAILING INSTRUCTIONS FOR RACING AREA B

In the Port River off the Port Adelaide Sailing Club, South Australia.

1. RULES

- 1.1 Commercial ships are restricted in their ability to manoeuvre in the Port River, and boats shall take avoiding action early. When conditions are such that there is insufficient progress under sail to stay clear, the auxiliary power shall be used. This action shall be free of penalty provided that there is no forward progress in the direction of the race course. Notification of the incident shall be reported to the PASC RO as soon as possible after the incident but before the end of the protest time limits.
- 1.2 A boat shall not sail across the river if by so doing she would pass less than 500 metres ahead of a commercial vessel under power.
- 1.3 A Marine VHF radio shall be carried and shall be capable of operating on channels 16 and 72.

2. COMMUNICATIONS WITH COMPETITORS

- 2.1 Except in an emergency, a boat that is racing shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 2.2 Verbal changes to the Sailing Instructions may be made from the Committee Boat by displaying the 'Third Substitute' with two sound signals followed by no less than three broadcasts over the VHF race radio channel 72. Failure by the competitor to hear the transmissions will not be grounds for redress. RRS 60.1 and 62. [NP]
- 2.3 The PASC Race Committee may use VHF Ch 72 to broadcast information to competing boats. Any communication by the PASC Racing Committee shall not be considered a breach of RRS 41.
- 2.4 Failure for a competitor to receive or the PASC Race Committee to transmit any information shall not be grounds for redress.
- 2.5 Race communications will be via VHF Channel 72. Boats must maintain a listening watch at all times while afloat.

3. SIGNALS MADE ASHORE

- 3.1 Signals made ashore will be displayed from the PASC flagpole. The flagpole is located between the Southern side of the PASC club rooms and the walkway to the marina.
- 3.2 Postponement Signals: When Flag AP is displayed ashore, '1 minute' is replaced with 'not less than 30 minutes' in race signal AP.

4. COURSES

- 4.1 [Attachment 1](#) shows the course layout and approximate position of marks.
- 4.2 [Attachment 2](#) shows the courses, the order in which marks are to be passed and the side on which each mark is to be passed.
- 4.3 Due to Commercial Shipping, it may be necessary for the Race Committee to temporarily remove marks of the course. Marks will be replaced as soon as possible, in a position as close to their original position as possible.

5. RACING AREA

Races will be conducted in The Port River between the vicinity of M Berth (Fuel Berth) and in the vicinity of Beacon #21 (Outer Harbor). Marks will be laid as per map of the river as shown in Attachment 1.

6. MARKS

Marks 1, 2, 3a, 3b, 4, 5 and 6 will be orange inflatable buoys.
The start and finish mark will be a yellow inflatable buoy.

7. AREAS THAT ARE OBSTRUCTIONS

The following areas are designated as obstructions:

Australian Sub Corp – Boats shall not pass inside the line between the yellow markers.

8. THE START

- 8.1 Races will be started using RRS 26 with the warning signal made five minutes before starting signal.
- 8.2 The Start Line will be between an Orange Flag displayed from the Bridge of the Port River Sailing Club (PRSC), an orange limit mark approximately on the start line on the western side of the Port River and a yellow inflatable buoy opposite on the eastern side of the Port River. Boats shall not pass between the limit mark and the western shore.
- 8.3 Start signals shall be made from the PRSC Bridge.

9. THE FINISH

The Finish Line will be between a Blue Flag displayed from the Bridge of the PRSC, an orange limit mark approximately on the finish line on the western side of the Port River and a yellow inflatable buoy opposite on the eastern side of the Port River. Boats shall not pass between the limit mark and the western shore.

10. TIME LIMITS

The time limit for Courses 1 and 4 shall be 2 hours. The time limit for Courses 2, 3, 5 and 6 shall be 3 hours.

11. SHORTENING COURSE

The Race Committee may shorten the course at any rounding mark or channel marker.

12. SAFETY

- 12.1 All races in the Regatta are classified as **Category 6**. Where Department of Transport regulations exceed AS Special Regulations Part 1 at any time, then the Department of Transport regulations shall apply.
- 12.2 On boats without lifelines or those with lifelines that do not comply with AS Special Regulations 3.12, all crew shall wear a **Life Jacket** at all times while racing as per AS Special Regulations Part 1 Section 5.
- 12.3 Competitors must complete the race **sign on** sheet available at the sailing desk inside the PASC club room prior to the first warning signal for each day, giving skipper name and number of POB.
- 12.4 A boat that goes **aground** during the race may, if necessary, use their auxiliary power or raise their keel. The penalty for use of auxiliary power or raising a boat's keel shall be a One Turn penalty (a 360) provided in RRS 44.2, after turning off her engine.
- 12.5 A boat that **retires** from a race shall lower her division flag and notify the PASC Race Committee at the first reasonable opportunity after retiring, and before the end of protest time limit.
- 12.6 All boats shall have an **auxiliary motor** as per rule SR 3.24.4.

13. SAIL NUMBERS

A boat shall notify the PASC Race Committee in writing one hour before the first warning signal if a sail does not comply with or does not match the registered number on the entry form. Failure to do so may result in the boat being scored DNC. [NP]

[Attachment 1](#)

Course Layout

(Please note that placement of buoys is approximate only)

Marks **3a** and **3b** are approximately in the vicinity of Beacon #21.



[Attachment 2](#)**COURSES****COURSE 1 - Numeral Flag 1**

(Approx. 4.8nm)

Start – 1(P) – 2(P) – 1(S) – Finish**COURSE 2 - Numeral Flag 2**

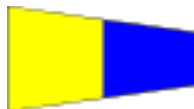
(Approx. 8.6nm)

Start – 1(P) – 2(P) – 1(S) – 6(P) – 1(P) – Finish**COURSE 3 - Numeral Flag 3**

(Approx. 8.3nm)

Start – 1(P) – 2(S) – 3a(P) – 3b(P) – 2(P) – 1(S) – Finish**COURSE 4 - Numeral Flag 4**

(Approx. 5.8nm)

Start – 6(P) – 1(P) – 2(P) – 1(S) – Finish**COURSE 5 - Numeral Flag 5**

(Approx. 9.6nm)

Start – 6(P) – 1(P) – 2(P) – 1(S) – 6(P) – 1(P) – Finish**COURSE 6 - Numeral Flag 6**

(Approx. 9.3nm)

Start – 6(P) – 1(P) – 2(S) – 3a(P) – 3b(P) – 2(P) – 1(S) – Finish