



SYDNEY AMATEUR SAILING CLUB

GAFFERS DAY 2017

8th OCTOBER 2017

SAILING INSTRUCTIONS

RACE OFFICIALS: Charles Maclurcan and team on Captain Amora – Ph: 0419 625 883 & VHF Channel 73

TIDES:
Low: 0429 0.25m
High: 1046 1.77m
Low: 1704 0.23m

RULES
The rally will be governed by the current versions of:
(a) the rules, as defined in the Racing Rules of Sailing 2017-2020 (“RRS”) of World Sailing;
(b) the prescriptions and special regulations of Australian Sailing (“Special Regulations”) except as any one of these are amended by the Sailing Instructions.

STARTING TIMES:		STARTING SIGNALS
12:50	Warning Signal	Sound Signal and Code Flag W
12:55	Preparatory Signal	Sound Signal and Code Flag P
13:00	Start	Sound Signal and fall Code Flag P

Couta Boats will have a scratch start at 13:00
Historical 18 footers and Rangers will have a scratch start at 13.05
All other yachts will start at their start time as listed separately.
No other signals will be given after the Start signal.
There will be no numeral boards displayed.

TIMING: Race time will be coordinated with Eastern Daylight Saving Time - telephone 1194.

POSTPONEMENT: The flying of the Answering Pennant (Red and White vertical bars) will mean that the start will be postponed until such time as the Warning Signal is made.

STARTING LINE: The starting line will be in Athol Bight, between the Captain Amora and an orange buoy. Competitors must cross the line in the direction of the first mark. In certain winds this may mean a running start.

- FINISHING LINE:** In Athol Bight between the Captain Amora and an orange mark. Yachts must cross in the direction from the last mark.
- TIME LIMIT:** The time limit shall be 1515 hours. No yachts shall be finished after this time.
- EXTRAS:** No running sails such as spinnakers may be set. Headsails may be poled out. Square sails may be set on a yard if the yacht is normally so rigged.
- KEEP CLEAR OF THE STARTING LINE:** Yachts must keep clear of the Starting Line and yachts starting unless engaged in starting.
- Yachts that have finished must keep clear of yachts heading to the Finish Line. Yachts having retired must not cross the Finish Line.
- RIGHT OF WAY:** Very large yachts may use their engines if necessary for easy and safe manoeuvring up to two (2) minutes before their allocated starting time. For safety reasons, yachts should yield right of way to other vessels, which are slow to respond.
- COURSES:** (see separate maps attached)
- COUTAS (Dark Blue Pennant), GAFF RIGGED DIVISION 1, RANGERS and HISTORIC 18 FT SKIFFS (Light Blue Pennant)**
- Course A: From Starting Line to White SASC buoy south of Clark Island (SC) (port rounding); Taylor Bay YA mark; Shark Mark; Taylor Bay YA mark; Shark Mark (all starboard rounding); finish Athol Bight.
- GAFF RIGGED DIVISION II: (Red Pennant)**
- Course B: From Starting Line to White SASC buoy south of Clark Island (SC) (port rounding); Taylor Bay YA mark; Shark Mark (all starboard rounding); finish Athol Bight.
- BERMUDIAN DIVISION I and METRE YACHTS: (Yellow Pennant)**
- Course C: From Starting Line to White SASC buoy south of Clark Island (SC) (port rounding); Obelisk YA mark; Lady Bay YA mark; Shark Mark (all starboard rounding); finish Athol Bight.
- BERMUDIAN DIVISION II: (Black Pennant)**
- Course D: From Starting Line to White SASC buoy south of Clark Island (SC) (port rounding); Chowder Bay YA mark; Eastern Channel YA mark; Shark Mark (all starboard rounding); finish Athol Bight.
- DRESS:** All crew competing in the Gaffers Day rally are expressly requested to dress in appropriate period costume or the Club colours of blue and white.
- LADIES CHOICE:** Judging of the best-dressed boat, as well as crew with the best costume, will be made on the water.

SPIRIT OF THE DAY:

All yachts shall accept that handicapping an event such as Gaffers Day is particularly difficult, given firstly the unknown performance histories, and secondly the likelihood of weather conditions that may greatly affect any results. We encourage all crews to offer three cheers or respond to an offer with three cheers in acknowledgement of the generous spirit of the day.

BERTHING:

Some yachts may have been allocated positions alongside the pontoon and will be notified before arrival that they have been allocated a position or on a specific mooring at SASC on the day.

Please note that whilst we will make all efforts to satisfy these allocations, we may have to make other arrangements on the day. It will greatly help for yachts that have allocated positions to arrive at the club as early as possible.

These yachts should contact the Dock Master (Chris) on 0417 814 603 or VHF 73 on arrival for more instructions. The tender driver assisting yachts mooring can be contacted on 0418 678 690 (*Nancy K - Rod*).

It is essential that yachts have adequate warps and fenders ready on arrival.

Any other yachts are welcome to moor or anchor as close to the clubhouse as possible, making sure to keep the ferry lane clear. Again, please contact the Dock Master and/or tender driver for further instructions on 0418 678 690.

The 2nd tender for the day can be contacted 0418 678 819 (*Jack Millard*) – please note we will have additional tenders assisting on the day.

FERRY:

The Proclaim has been organised to take distinguished guests and spectators around the course to view the event. Tickets are available at \$65.00 per head, which include finger food, refreshments, and commentary from Bill Gale. Should any of your friends wish to book, please contact Megan Keogh in the SASC Office on 9953 1433. Please note tickets are limited.

OTHER INSTRUCTIONS

Yachts shall not interfere with the Commercial or Defence shipping of the Port. The attention of skippers is drawn to NSW Roads and Maritime Services regulations regarding the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. NSW Roads and Maritime Services 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.*” Boats found to have interfered with commercial shipping may be subject to action by the Race Committee in accordance with RRS 60.2.

All yachts must abide by traffic directions of NSW RMS Boating Service Officers. Any yacht directed to stop or alter course by NSW RMS Boating Service Officers because of an anticipated breach of the above rules, incident/collision or complaint shall do so immediately.

RISK WARNING

The Organising Authority advises owners, skippers and anyone who participates in yachting events conducted by the Organising Authority that participation in the sport of yachting, whether racing or otherwise, can be dangerous and can result in harm, personal injury and property damage. The Organising Authority is not responsible for any harm or injury suffered by any person in any yachting event of whatever nature. All participants acknowledge that competing in yachting events may be dangerous and may result in harm or personal injury and they participate in such events aware of such dangers and voluntarily accept any risk of harm.

COMPETITORS' DECLARATION

It is the responsibility of owners and skippers to ensure that each boat nominated on the entry form complies with the 'rules' as defined in the Racing Rules of Sailing 2017-2020. All competitors who sign the entry form in doing so have made a declaration to the Organising Authority that the nominated boat will at all times while racing comply with the requirements of Australian Sailing and the Sailing Instructions, including:

- (a) RRS 46; (this is about the Person in Charge and being a member of AS
- (b) the Yachting Australia Special Regulations;
- (c) being covered by current Third Party Property Liability insurance and Third Party Personal Liability insurance of not less than \$10,000,000 (ten million) for each separate incident. All insurance cover shall be maintained during the period of racing;
- (d) the person who signs and lodges the entry form with the Organising Authority warrants to the Organising Authority that he or she will draw the attention of any person who competes on the yacht to the risk warning above;
- (e) the person who signs and lodges the entry form with the Organising Authority acknowledges receipt of the risk warning above and releases the Organising Authority from any claim or liability whatsoever for any harm or personal injury suffered by him, or by any person claiming through him, in any event conducted by the Organising Authority.

DISCLAIMER OF LIABILITY

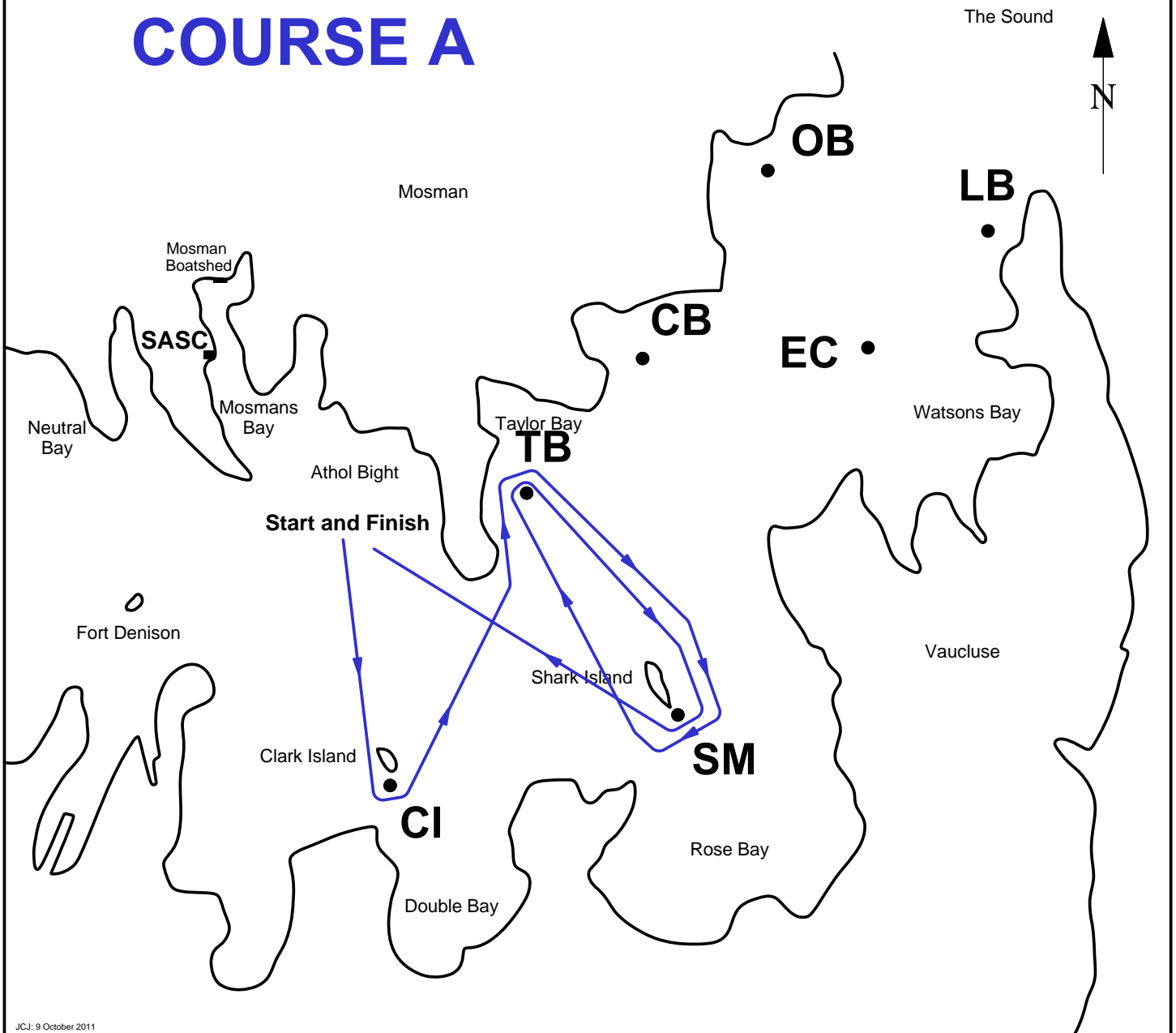
- (a) All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4 which states; "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The organising authority, sponsors, respective class associations, the Race Committee and other race officials are not responsible for any damage or injury either afloat or ashore.
- (b) The organising authority, respective class associations, the Race Committee and other race officials are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- (c) All those taking part in these races are reminded of their obligations as set out in the Yachting Australia Special Regulations clause 1.02 Owner's Responsibility

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DESCRIPTION OF ROUNDING MARKS

- EC YA mark approx 100 m west of East Channel Pile Light
 - CI Clark Island Mark - White SASC Buoy south of Clark Island
 - LB Lady Bay YA Mark - west of Lady Bay
 - OB Obelisk Bay YA Mark
 - SM Shark Mark - YA Buoy approx. 10 m southeast of the south cardinal mark of Shark Island.
 - TB Taylor Bay YA Mark
- YACHTS MAY NOT PASS BETWEEN THE SM MARK AND THE CARDINAL MARK IN EITHER DIRECTION.

COURSE A

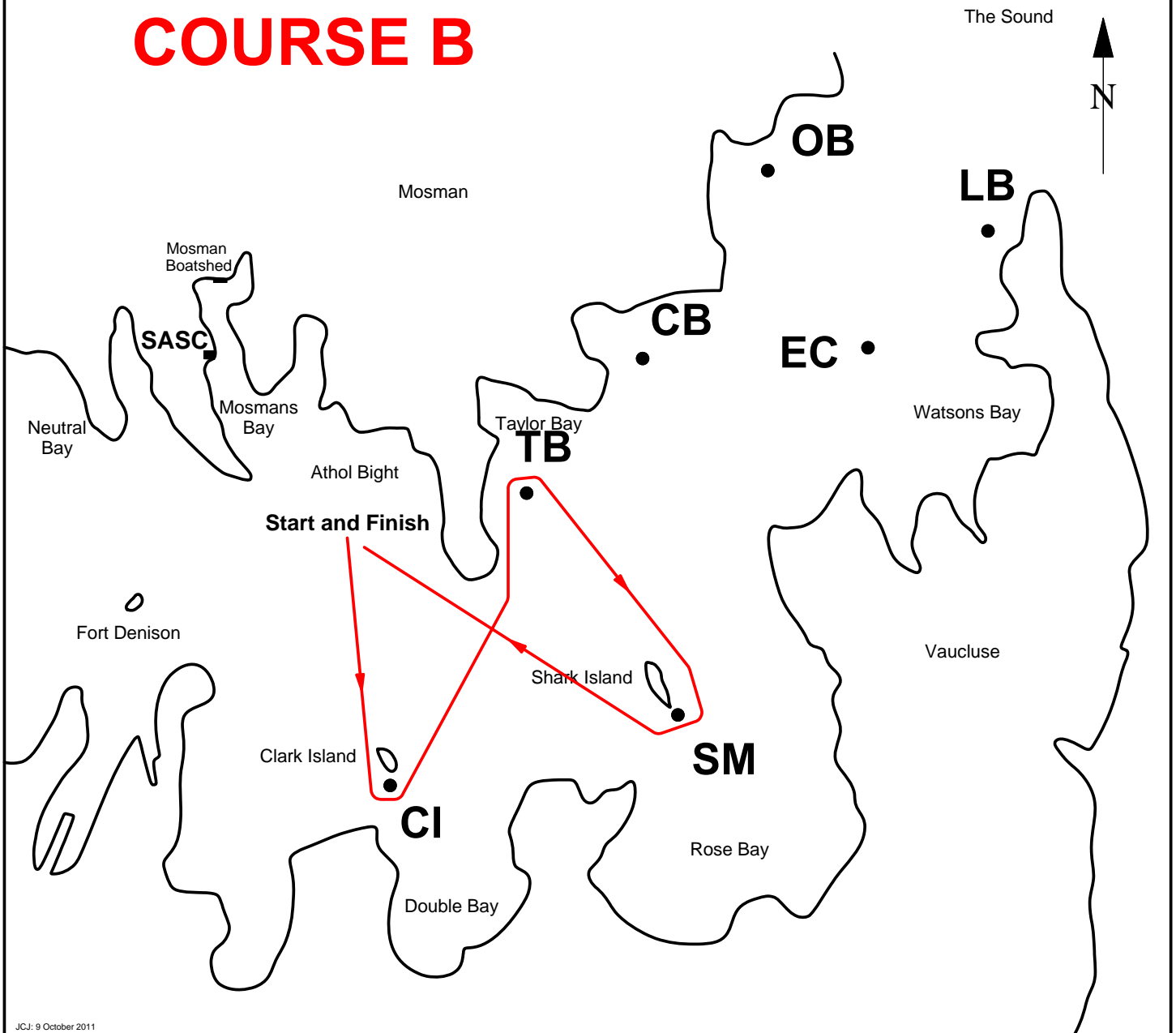


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COURSE B

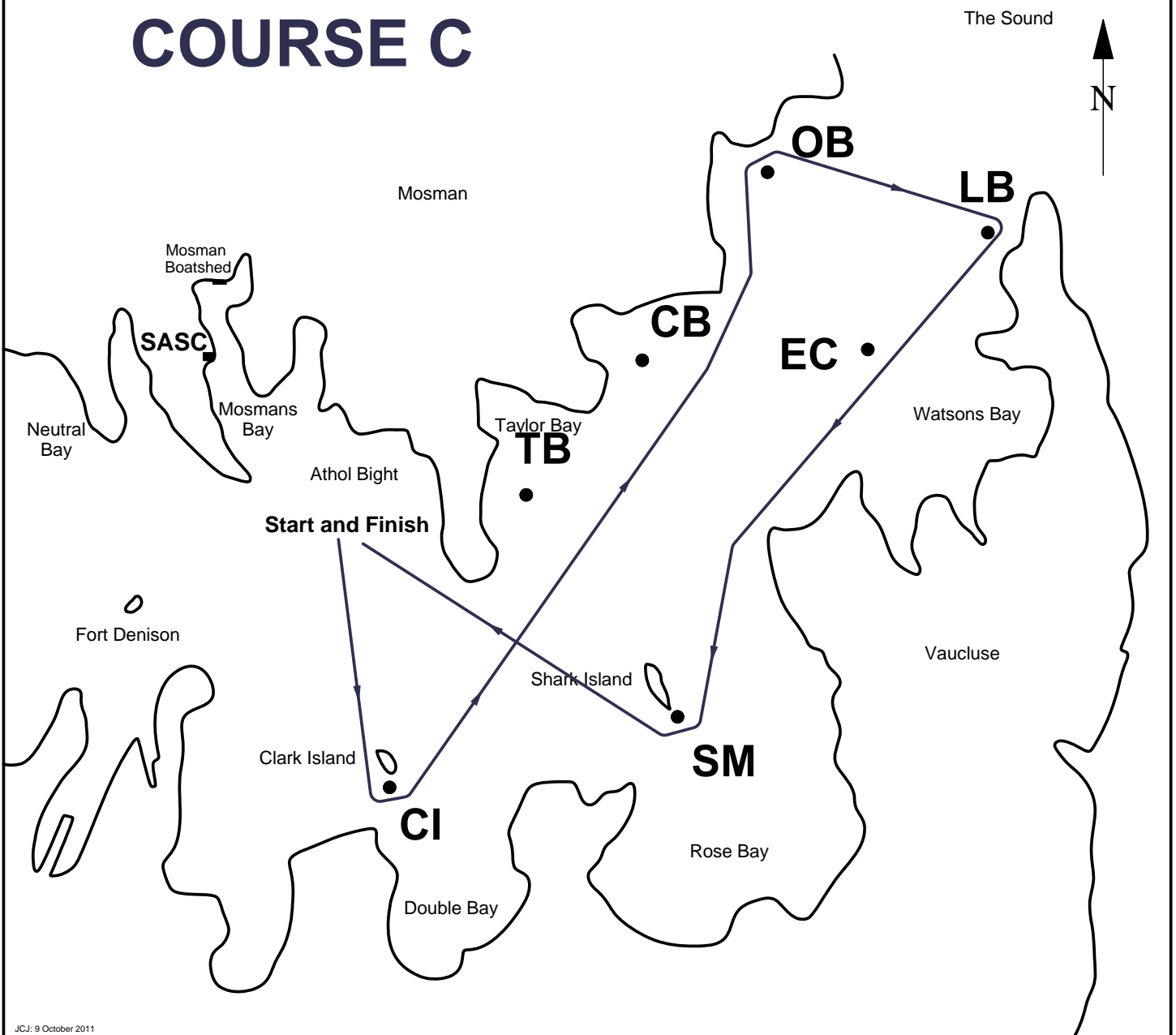


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COURSE D

