



BPYC & SASC Interclub Series 2023-2024

The Sheep Station Trophy

Hosted by Sydney Amateur Sailing Club

Sailing Instructions

1. INTRODUCTION

The Sheep Station Trophy Series is an inter-club challenge between the SASC and the Blues Point Yacht Club. The Sheep Station Trophy series consists of four races — there will be no discards. Yachts entered in the SASC Mixed Fleet Series may be selected to match the number of entries from the BPYC if there are not sufficient yachts entered in the Sheep Station Trophy Series

The dates for the races are as follow:

- Race 1 - 28th October 2023
- Race 2 - 25th November 2023
- Race 3 - 20th January 2024
- Race 4 - 3rd February 2024

2. ORGANISATION

2.1 Organising Authorities

The Organising Authorities are the Blues Point Yacht Club (BPYC) and Sydney Amateur Sailing Club (SASC).

2.2 Contacts

BPYC	Bill Steenson	Commodore	0478 617191
SASC	David Pryke	Racing Secretary	9953 6597
SASC	Committee Vessel ("Captain Amora")		0419 625 883 and VHF Channel 73

3. RULES

3.1 Conduct of Racing

Racing will be governed by:

- (a) the current World Sailing (WS) Racing Rules of Sailing (RRS) 2021-2024;
- (b) the Prescriptions and Safety Regulations of Australian Sailing (AS) 2021-2024;
- (c) the Maritime Safety (General) Regulation 2016;
- (d) these Sailing Instructions; and

in the event of conflict between the RRS and the Sailing Instructions, the Sailing Instructions will prevail.

3.2 Crew Contact Details

Crew Contact details can be submitted to either SASC or BPYC before 10 am on each day that the boat is racing in the series. This is no longer a mandatory requirement.

3.3 Advertising

A boat and her crew shall comply with WS Regulation 20, Advertising Code

3.4 Alternative Penalties for infringing a Rule of Part 2 of the RRS

The **Two-Turns penalty** (as provided in Rule 64.1 and 44.2) will apply for an infringement of a Rule under Part 2.

3.5 Basic Principles and Fundamental Rules

All competitors are required to observe the Basic Principles and the Fundamental Rules, as set out in the Racing Rules of Sailing Part 1.

Boats failing to observe the Fundamental Rules may be subject to protest by the committee. The penalty for breaking a rule of Part 1 shall be a disqualification that is not excludable (DNE).

4. NOTICES TO COMPETITORS

Notices to competitors will be displayed on the official club notice board at the SASC clubhouse by 1000 hours on the day of the race and will be emailed to competitors. These may contain additional information and may supersede the sailing instructions. Best endeavour will be made to post notices to competitors on the SASC website by 1000 hours on the day of the race.

5. COMMITTEE VESSEL

The Committee Vessel will display the SASC Burgee.

6. STARTING LINE

Between the Signal Mast on the Committee Vessel and an orange inflatable buoy marked SASC in black.

7. FINISHING LINE

Between the Signal Mast on the Committee Vessel (displaying a blue flag when on station) and an orange inflatable buoy marked SASC in black. The finishing line must be crossed in the direction from the last mark. The Committee vessel will be at the starboard end of the line, except for finishes in Taylors Bay.

Competing boats that pass through the Finishing Line **when not finishing** shall be disqualified.

For Shortened courses refer SI 31 and RRS Rule 32.

8. PROTESTS

Protests must conform to RRS Rule 61.

Completed Protest forms must be delivered to the SASC Sailing Office no later than 1100 hours on the first working day following the day of the race protested. Protests may be lodged in person, addressed to the SASC Protest Committee, 1 Green St. Cremorne, or by email to racing@sasc.com.au. Hearings will be held on the following Tuesday at the SASC Clubhouse at 1930 hours or as directed by the Protest Committee.

It is prudent to advise the Committee Vessel when finishing of any intention to protest.

9. SCORING

9.1 Scoring System

The Low Point scoring system, RRS Appendix A, applies subject to the following amendments:

9.1.1 Non-competing

A boat scored Did Not Compete (DNC) shall be awarded points equal to the number of pointscore entries in the race plus one point.

9.1.2 Non-starting

A boat scored Did Not Start (DNS), On Course Side (OCS), Retired (RET) shall be awarded points equal to the number of pointscore starters in the race plus one point.

9.1.3 Non-finishing

A boat scored Did Not Finish (DNF) shall be awarded points equal to the number of pointscore finishers plus one point.

9.1.4 Disqualification

Boats which are disqualified (DSQ) shall be awarded points equal to the number of pointscore starters in the race plus two points.

9.1.5 Abandonment

When a race is abandoned after the start and not re-sailed, boats that started shall be scored DNF boats that did not start will be scored DNC. When a race is abandoned before the start, the race shall be shown as ABN and all boats entered shall be awarded zero points.

10. CONTROL

The Organising Authorities have control of all matters connected with racing and will fix race entry fees,

determine handicaps, set courses, divide boats in divisions at its discretion and will decide any question which may arise which is not provided for in these regulations. A boat will always have the right of appeal to Australian Sailing (AS) against a disqualification as a result of a protest.

11. ENTRIES

Closing date for entries is Friday 20th October 2023. SASC entries will be made via Top Yacht, on SASC WEB Site. BPYC entries will be as advised to SASC by the BPYC Committee prior to the closing date for entries.

Entry fees will not be refunded if any race is not sailed.

All entries are subject to the approval of the Organising Authorities. Late entries may be considered prior to Race 2. Only boats nominated on the Entry Form are allowed to race, i.e. boats are not interchangeable.

12. PERSON IN CHARGE

A member of a recognised Club affiliated with Australian Sailing who is also a member of AS shall be in charge of each boat competing in a race conducted by the Club. There must also be a minimum of two persons on a boat competing in a race conducted by the Club.

13. ALTERNATIVE HELMSMAN

Change of regular helmsman must be notified to the Organising Authorities at least 24 hours before the race. A boat may be disqualified for failing to notify. The Organising Authorities reserve the right to alter the handicap

14. AMENDMENTS TO SAILING INSTRUCTIONS

The Organising Authorities reserve the right to alter the Sailing Instructions at their discretion. Amendments to Sailing Instructions will be available in writing to all entrants and will be deemed to be incorporated herein from the effective date notified. See also Rule 2.

15. DRESS

The helmsman and crews of all boats competing will be attired suitably, the minimum requirements in this respect being shorts and short-sleeved shirt.

16. MOTORS

A boat may be propelled by motor or towed until its preparatory signal. Once racing, boats may briefly use their motors but only when there is no other way to avoid a grounding, collision or to comply with SI 34 (Commercial and Defence Shipping). Such use of the motor shall be declared to the Race Committee after finishing and must not give the boat any advantage as per RRS 42.3 (i).

17. NUMBER OF STARTERS

17.1 Minimum Number

Unless a minimum of three boats from each Club are entered in each race of this Interclub Series, the Series will be cancelled and no prizes or trophies shall be awarded.

18. PRIZES

To be eligible to win individually, and to represent its Club in the Club Series, a yacht must compete in at least three races.

The Individual Winning Yacht will be the yacht with the lowest total points in the Series ~~after any discards~~.

The Club Series Winner will be the Club with the lowest total points, ~~after any discards~~, scored by its best three yachts.

A perpetual, interclub trophy will be awarded to the winning Club and shall be displayed there for the season.

A trophy will also be presented to the Individual Winning Yacht.

19. SAIL NUMBERS

19.1 Boats must sail under the sail number advised on its entry form and shown on the list of entries. Permission to carry a sail displaying a different number to that shown on the list of entries for the event must be obtained from the Organising Authorities at least two hours before the first warning signal of the day. Any permission granted will apply to that race or event only. Boats sailing with sails carrying unrecorded numbers may be disqualified.

20. Sail numbers must be black or in a contrasting colour to the sail and are to be displayed on each side of the mainsail, spinnaker and overlapping headsails. For SASC A-prefix sail numbers, the A-prefix is to be centrally located above the numerals. Gaff-rigged boats are not required to carry numbers on overlapping headsails. Boats not complying may be disqualified at the discretion of the starter.

21. ALTERATIONS AFFECTING PERFORMANCE

Any changes in hull, engine or propeller, trim, spars or sails must be notified in writing to the Organising Authorities as soon as known and before the race affected by the change. Failure to comply with this rule will render the boat liable to disqualification. In all cases where the Club has not been given opportunity to adjust the handicap, the right is reserved to make summary adjustment at any time when the change is brought to the attention of the Committee.

22. EQUIPMENT REQUIREMENTS

22.1 Harbour races

Category 7 (AS Special Regulations Part 1 Section 2). All boats that do not have navigation lights permanently fitted are additionally required to comply with AS Special Regulations 3.23.4 and 3.23.5 and carry portable navigation lights capable of being attached to the boat.

SASC boats must have lodged a copy of their completed equipment audit form with the SASC Sailing Office before they are eligible to race; BPYC boats must have lodged their completed equipment audit forms (Category 7 and BPYC Addendum) with the Secretary BPYC.

22.2 Anchors

Anchors are to be removed from bow fittings when racing.

23. CARDINAL MARKS

Cardinal Marks constitute Boundary Marks for all courses and must be passed on the safe side from the danger that they mark (e.g. boats must pass on the West side of a West Cardinal Mark).

24. SHARK ISLAND

Boats shall not sail between the AS Shark Island Mark (SM) and the cardinal mark south of Shark Island in either direction. This area is prohibited and deemed to be a continuing obstruction.

25. GARDEN ISLAND

Boats shall not sail within the yellow markers in the vicinity of Garden Island. This area is prohibited and deemed to be a continuing obstruction.

26. MOORINGS

Boats shall not sail within mooring areas. These areas are prohibited and deemed to be continuing obstructions. Naval and shipping moorings are excluded from this clause.

27. KEEP CLEAR OF THE STARTING LINE

Boats not engaged in starting must keep clear of the starting line and other boats starting. After the warning signal of the first division to start, boats must not cross the start line before their own signal.

Boats shall endeavour not to sail through other clubs' starting or finishing lines.

Boats not adhering to these instructions may, at the discretion of the Starter, be disqualified.

28. REPORTING TO THE STARTER

Boats intending to race are required to report to the Race Officials aboard the Committee Vessel and receive acknowledgement. Failure to observe this requirement can result in a boat failing to be classified as a starter.

29. LATE STARTERS

Boats starting more than five (5) minutes after their starting signal may be recorded as DNC.

30. TIME LIMIT

Providing that one boat has finished by 1630 then the remaining boats will be finished until 1700. No boat will be finished after 1700. The Race Official on the Committee Vessel will have sole discretion as to when to leave the finish line.

31. STARTING TIMES AND SIGNALS

Starting signals will be in accordance with RRS Rule 26. The scheduled time of the warning signal for each division is:

WARNING SIGNAL SCHEDULED TIME	DIVISION	WARNING SIGNAL FLAG DISPLAYED
1250	BPYC & SASC Interclub Series & SASC Mixed Fleet	K
1255	SASC Classics	C

32. STARTING AND FINISHING LINES

COURSE	START LINE	FINISH LINE
A — N & NE Winds	West of Clark Island	Taylor's Bay
M — NE Strong Winds	West of Clark Island	Taylor's Bay
B — W/NW Heavy Winds	West of Shark Island	SE of Kurraba Point
G — SE Winds	Shell Cove	West of Clark Island
Q — E Winds	West of Clark Island	West of Shark Island
O — S, SW, SSE Winds	Athol Bight	West of Clark Island
Z — W/NW Light Winds	West of Shark Island	SE of Kurraba Point

Yachts unable to locate the Committee Vessel may contact her by phone or VHF Ch 73 no later than 30 mins before the Warning Signal.

33. COURSES

The course to be sailed will be signalled by the appropriate flag(s) displayed before or with the first warning signal and will continue to be displayed throughout the starting sequence.

All marks are rounded to starboard unless otherwise indicated. (P) denotes port hand rounding.

A	START-LB-PP*-BB-NP-EC-GI-FINISH
M	START-MW-ME-PP*-BB-GI-FINISH

B	START-KP(P)-SM*-KP(P)-EC-N3-SM-FINISH
G	START-RB-KP(P)-SM-GH*-SM-N3-KP(P)-FINISH
Q	START-SM-TB-EC-CB-EC-GI*-SM-GI-FINISH
O	START-N2(P)-SM-CB-RB-OB*-SM-PP-KP(P)-FINISH
Z	START-KP(P)-SM-GI*-EC-SM-PP-FINISH

* See SI 32 Shortened Course

34. SHORTENED COURSE

When the Shortened Course signal is displayed with or before the Warning Signal, boats will proceed directly to the finish line after rounding the mark indicated in SI 30 by an asterisk “*”.

A race once has started it may be shortened as per RRS Rule 32. The finish line of any shortened course shall be set in accordance with RRS 32.2 and may therefore not be the original finish line.

35. COMMERCIAL AND DEFENCE SHIPPING

35.1 Boats shall not interfere with the Commercial or Defence shipping of the Port.

The attention of skippers is drawn to 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. 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”*.

35.2 Boats found to have interfered with commercial shipping may be subject to action by the Race Committee in accordance with RRS 60.2.

35.3 All boats must abide by traffic directions of Roads and Maritime Services Boating Service Officers. Any boat directed to stop or alter course by Roads and Maritime Services Boating Service Officers as a result of an anticipated breach of the above rules incident/collision or complaint shall do so immediately.

35.4 Any boat reported by Roads and Maritime Services as having contravened Roads and Maritime Services regulations shall be disqualified without a hearing. (amends RRS 63.1).

35.5 The attention of any competitors involved in an accident is drawn to the requirements of Roads and Maritime Services (see Appendix 1).

Competitors are also required to notify the SASC Sailing Office (email: racing@sasc.com.au) of any contact incident occurring during racing whether or not it results in a Race Protest or a report to Roads and Maritime Services.

36. LATE FINISHERS

The Race Official aboard the Committee Vessel may, at their sole discretion, leave the finishing area and allocate finishing times to boats that are not yet finished.

37. BOATS RETIRING

Boats retiring from a race shall notify the Committee Vessel by hailing, on VHF 73 or Starter's mobile 0419 625 883. Boats not complying may be scored DNE.

38. CLASSIFICATION

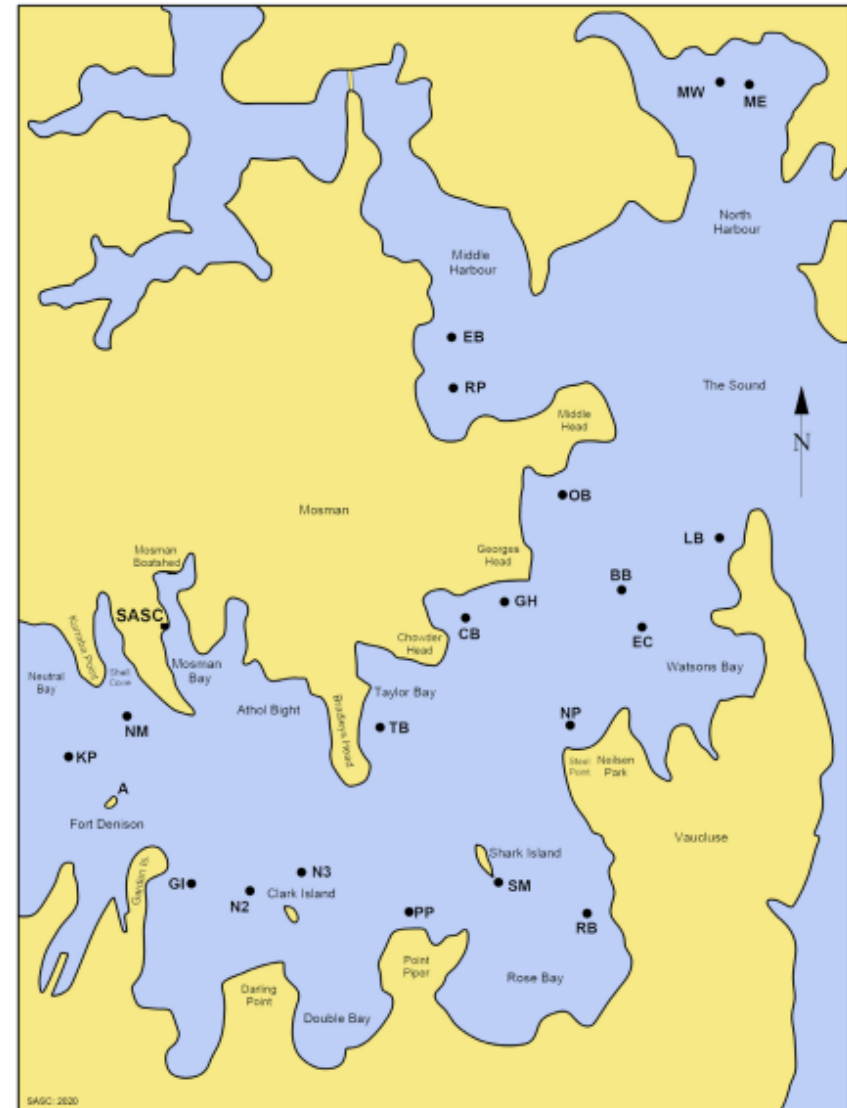
38.1 The Organising Authorities reserve the right to reclassify any boat at any time during the season.

38.2 A new handicap may be generated if a boat is granted redress and its finishing time is amended by a Protest Committee.

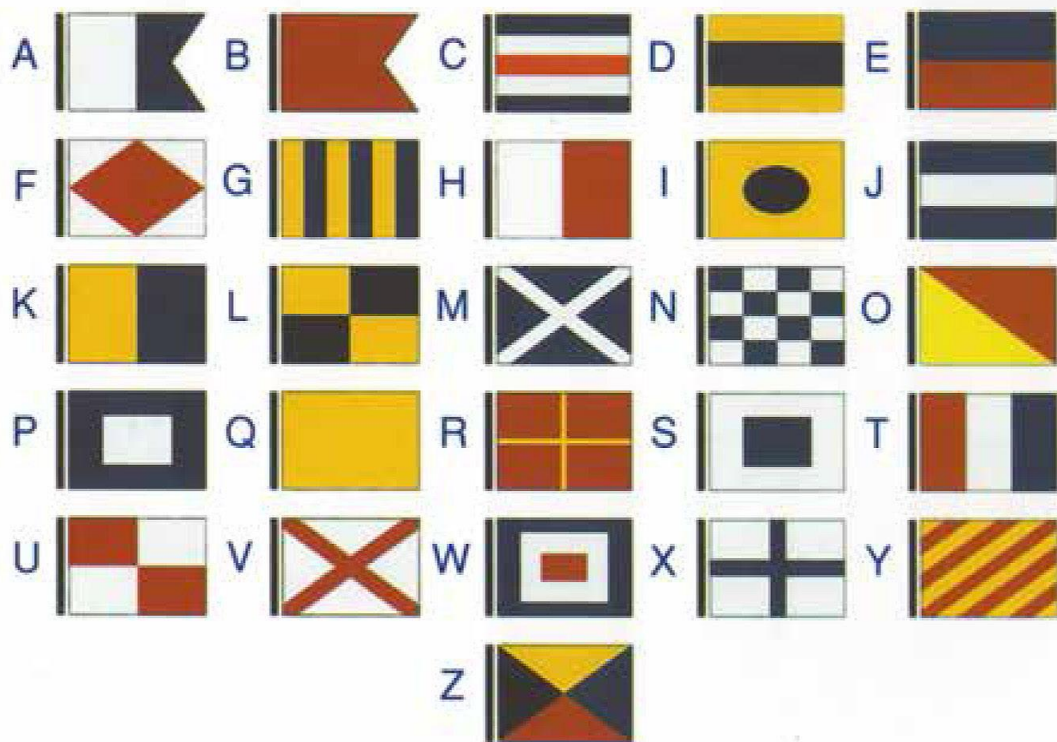
SYDNEY AMATEUR SAILING CLUB ROUNDING MARKS 2023—2024

All marks are rounded to starboard unless otherwise indicated. The notation (P) in course description denotes port-hand rounding.

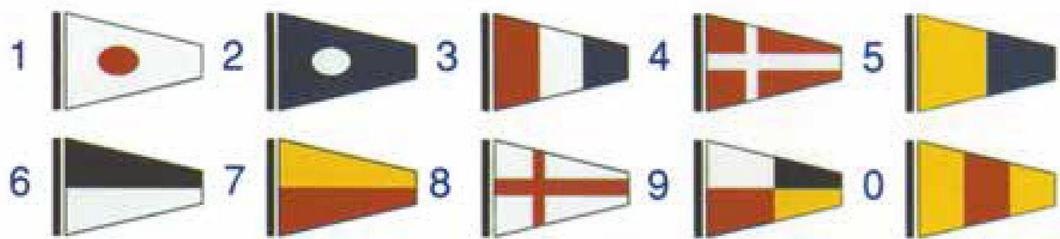
- A** Fort Denison
- BB** Beashel Mark – ASNSW buoy, south-west of Sow & Pigs reef
- CB** Chowder Bay Mark – ASNSW buoy, north-west of Chowder Head
- EC** YA buoy, approx. 100 m west of the Eastern Channel Pile Light
- EB** Edwards Beach – ASNSW Mark, east of Edwards Beach
- GH** Georges Head – ASNSW buoy off Georges Head
- GI** Garden Island Mark – SASC **WHITE** buoy southeast of Garden Island
- KP** Kirribilli Point Mark – SASC **WHITE** buoy east of Kirribilli Point
- LB** Lady Bay Mark – ASNSW buoy, west of Lady Bay
- ME** Manly East Mark (eastermost) – ASbuoy, western side of Manly Cove, 400 m south-south-west of Manly Wharf
- MW** Manly West Mark (westernmost) – ASNSW buoy, 100 m west-north-west of ME
- NM** Neutral Bay Mark – SASC **ORANGE** buoy with SASC flag, south west of Cremorne Point ferry wharf
- NP** Neilson Park Mark – ASNSW buoy south west of Neilson Park Beach
- N2** Naval Buoy No. 2 – Approximately 150m North West of Clarke Island
- N3** Naval Buoy No. 3 – Approximately 200m East North East of Clarke Island
- OB** Obelisk Bay Mark – ASNSW buoy in Obelisk Bay
- PP** Point Piper Mark – ASNSW buoy, north of Point Piper
- RB** Rose Bay Mark – ASNSW buoy approximately 200 m off the eastern shore of Rose Bay in front of the Convent
- RP** Rocky Point – ASNSW buoy, east of Rocky Point
- SM** Shark Mark – ASNSW buoy approx. 10 m southeast of the south cardinal mark off Shark Island, to be rounded by passing both the light north of Shark Island and Shark Island to starboard
- TB** Taylor Bay Mark – ASNSW buoy in Taylor Bay



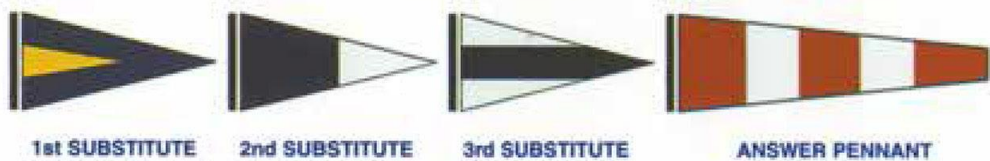
INTERNATIONAL CODE FLAGS



NUMERAL PENNANTS



SUBSTITUTES



Appendix 1

MARINE SAFETY ACT 1998 - SECT 98

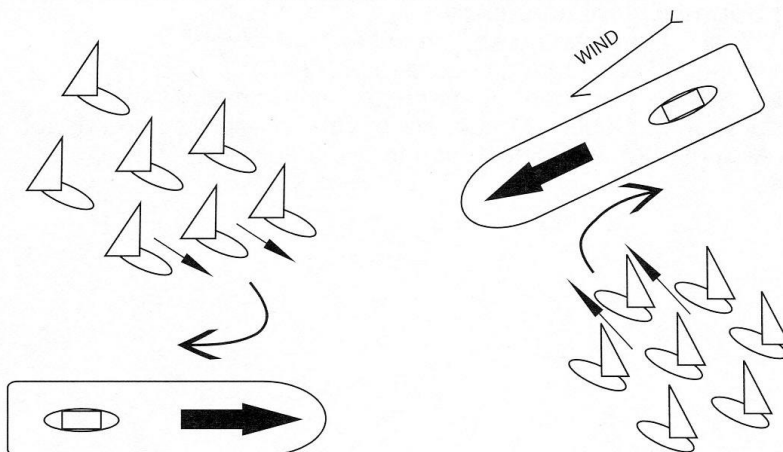
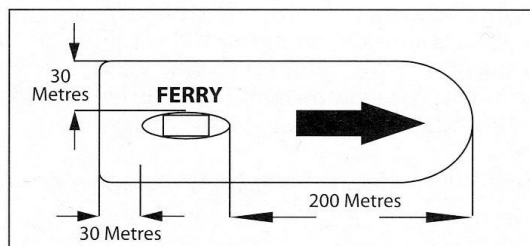
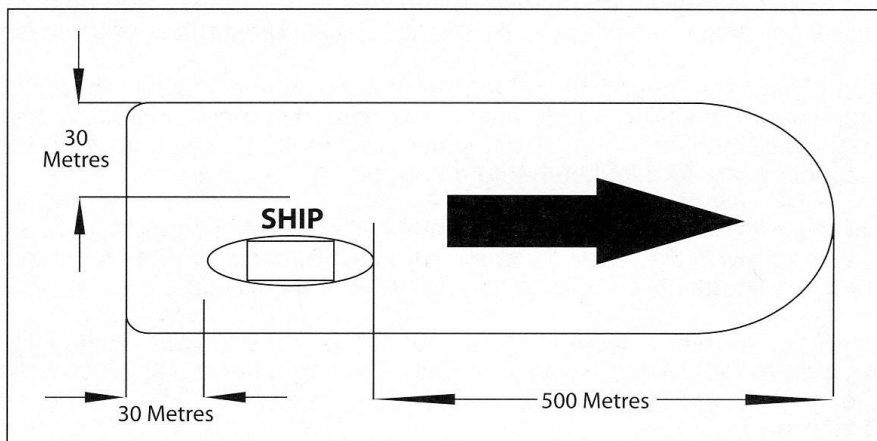
Requirements of masters in case of accident involving vessels

- (1) The master of a vessel involved in a marine accident involving 2 or more vessels or the death of or injury to any person:
 - (a) must stop the vessel, and
 - (b) must give any necessary assistance that the master is able to give to any person injured or vessel damaged in the accident.
- (2) The master of a vessel involved in a marine accident, if required to do so by any person having reasonable grounds for so requiring:
 - (a) must produce any marine safety licence required under this Act to be held by the master, and
 - (b) must give particulars of his or her name and place of residence, the name and address of the owner of the vessel, the name of the vessel and any distinguishing number that is, or is required to be, displayed on the vessel by law.
- (3) The master of a vessel involved in a marine accident, if required so to do by any authorised officer, must give such particulars of the marine accident as the officer requires and the master is able to give.

Note: A failure to comply with the requirements of this section or of any other provision of this Division does not constitute an offence if there was a reasonable excuse for that failure-see section 102

SHIP AND FERRY ACTIVATED EXCLUSION ZONES

All competitors **must** maintain a minimum distance of **500 m** from the bow of any oil tanker or sea-going cruise ship and **200 m** from the bow of any other sea-going commercial vessel or ferry operating in accordance with an approved schedule and no less than **30 m** from the sides/stern of any ship or ferry underway



SHIP & FERRY ACTIVATED EXCLUSION ZONE