



SYDNEY AMATEUR SAILING CLUB

LION ISLAND RACE

SATURDAY 3rd September 2022

SAILING INSTRUCTIONS

1. RULES

1.1 Conduct of Racing

This event will be governed by:

(a) The World Sailing Racing Rules of Sailing (RRS) 2021 – 2024, except that the International Regulations for Preventing Collisions at Sea will replace RRS Part 2 between official sunset and sunrise;

(b) the Prescriptions and Safety Regulations of Australian Sailing (AS);

(c) the Maritime Safety (General) Regulation 2016;

(d) the SASC General Sailing Instructions; and

(e) these Sailing Instructions for the event.

1.2 Automatic and Wind-vane devices for Steering.

Automatic and wind-vane devices for steering are permitted for entrants in the Two-handed Division (this changes RRS 52).

1.3 Crew Contact details:

All boats are required to enter crew contact details (including the skipper) in the TopYacht Race Management system before the start of the race. [Enter crew HERE](#)

Boats not complying with this requirement shall be scored DNC. This changes RRS 63.

2. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official Noticeboard at SASC Clubhouse. Every endeavour will be made to post notices to the SASC web site as soon as possible.

3. CHANGES TO SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted before 1700 on Friday 2nd September 2022 and emailed to all entrants.

4. COMMITTEE VESSEL

The official committee vessel will display the SASC Club Burgee. A Blue Flag may also be displayed when the Committee Vessel is on station for the finish.

The committee vessel can be contacted on VHF Ch 73 or by mobile phone 0419 625 883.

5. STARTING LINE

The start will be in the vicinity of Watsons Bay. The starting line will be between the Signal Mast on the committee vessel MV Captain Amora and an orange inflatable buoy marked SASC in black. Starter's telephone: 0419 625 883.

6. STARTING TIME AND SIGNALS

Starting signals will be in accordance with RRS Rule 26.

Time	Signal	Division	Flag
0955	Warning	Division 1	Numeral Pennant No 1
1000	Warning	Division 2	Numeral Pennant No 2
1005	Warning	Division 3 (two handed)	Numeral Pennant No 3

7. COURSES

All divisions are to sail the course signalled by the corresponding code flag.

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

COURSE A: (WB) START – LB – LION ISLAND SEA MARK (P) – FINISH

COURSE Z: (WB) START– MW– ME– SM– MW– ME– SM– MW– ME– FINISH

LION ISLAND SEA MARK - RPAYC ORANGE BUOY

APPROX. 33o 33.6'S 151o 20.0'E

8. FINISHING LINE

The finishing line shall be between the Signal Mast on the committee vessel MV Captain Amora and the Eastern Channel Pile light (Wedding Cake) near Watsons Bay and shall be crossed in the direction from the last mark leaving the Eastern Channel Pile light (Wedding Cake) to **port**. Competing yachts shall not pass through the finishing line unless actually finishing.

9. TIME LIMIT

A committee vessel will be on station at Watsons Bay until 2000 on the day of the race.

No yacht will be finished after 2000 hours.

10. FINISHING AFTER SUNSET

When finishing after sunset the yacht's sail number shall be illuminated while crossing the line and the yacht's name, sail number and finishing time reported to the race official.

11. PROTESTS

Completed Protest forms must be delivered to the sailing office addressed to the Chairman, Protest Committee, SASC, 1 Green Street, Cremorne, by email to racing@sasc.com.au no later than 1100 on the first working day following the day of the race protested. Protests must conform to RRS Rule 61. Hearings will be held on the following Tuesday at the SASC Clubhouse or as directed by the Committee.

12. ALTERNATIVE PENALTIES

The Two-Turns Penalty (as provided in RRS Rule 64.1 and 44) shall apply for infringement of a rule of Part 2.

13. RADIO COMMUNICATIONS

13.1 Race communications for this event will be conducted on VHF Channel 73. This channel will be monitored by the committee vessel and all competing vessels must monitor the channel until finished or until they have advised the committee vessel that they have retired from the event. The committee vessel call sign is "Lion Island Race Control". Communications may be supplemented by use of mobile telephone.

The telephone number of the committee vessel MV Captain Amora is 0419 625 883.

13.2 Intention to Race

Before the start all competing yachts shall report their intention to race by VHF Radio (Channel 73) and advise the number of persons on board.

13.3 Boats must also maintain a listening watch for the duration of the Race on VHF Channel 16.

13.4 Schedule times

There will be no scheduled position reports **except on entering Harbour** when abeam of Hornby Lighthouse, competitors must contact the committee vessel on VHF Channel 73.

14. ONE YACHT CONSTITUTES A RACE

Should one yacht appear at the start alone in her Division, she shall be entitled to sail the course and thereafter be declared the winner of that race.

15. YACHTS RETIRING

If a yacht retires from the race, the skipper shall be responsible for notifying the committee vessel as soon as possible. This requirement must be observed so that unnecessary time is not spent waiting at the finish line or that a search and rescue operation is not initiated unnecessarily.

16. HANDICAPS

The PHS handicaps of all competing yachts will be posted on the notice board in the clubhouse of the SASC and on the SASC website (www.sasc.com.au) by 1700, Friday 3rd September 2021, and shall be final for the race except that typographical errors may be corrected.

17. RENDERING ASSISTANCE

If any yacht has any reason to believe another vessel is in distress by reason of sighting flares or any other signal it must immediately maintain a listening watch on 2182 kHz or VHF Channels 16 or 73 as well as carry out its obligation to render assistance under RRS Rule 1.1.

Any yacht failing to render assistance when in a position to do so will be liable for disqualification and may be subject to legal action by Civil or Maritime Authorities.

18. RESPONSIBILITY

All yachts racing with the SASC do so at their own risk. Each yacht accepts the sole responsibility as to whether to start or to continue a race. Further, the SASC is not responsible for the seaworthiness of a yacht whose entry is accepted or for the sufficiency or adequacy of its equipment.