

Sydney Amateur Sailing Club Sunday Series - 13th September 2026 to 14th March 2027.

The Organising Authority (OA) is the Sydney Amateur Sailing Club SASC.

1. NOTICES TO COMPETITORS

- 1.1. Notices to competitors will be placed on the online notice boards in SailSys and on the SASC website.
- 1.2. A list of entries will be available to all entrants, via SailSys no later than two (2) hours before the start of a race.
- 1.3. Entries and results will be posted on the SailSys website site.

2. CHANGES TO PROGRAM OF RACING AND SAILING INSTRUCTIONS

- 1.1. Racing is scheduled as detailed in the racing program posted on the SASC website.
- 1.2. The OA reserves the right to change the racing program and the sailing instructions.
- 1.3. Any change to the sailing instructions will be posted by 1000 hrs on the day it will take effect.
- 1.4. Any change to the racing program will be posted by 1800 hrs on the day before it will take effect.

3. COMMUNICATION

- 1.5. VHF Communication shall be on **VHF Channel 72**. Mobile Phone for the committee boat is 0419 625 883.
- 1.6. Yachts retiring shall call on **VHF 72** or Mobile to advise race management.

4. SPECIAL SIGNALS

- 1.1. Signals made on the committee vessel will be displayed on the start boat MV Kareela.
- 1.2. These signals will remain displayed during the entire starting sequence and the order of starting will not be altered.

5. STARTING TIMES AND SIGNALS

- 1.1. For all divisions, starting signals will be in accordance with RRS Rule 26.
- 1.2. The scheduled time of the warning signal for each division and the respective division flags will be:

SCHEDULED TIME OF WARNING SIGNAL	DIVISION	FLAG DISPLAYED
1155	Division 2	L
1200	Division 1	W

6. COURSES

1.1. The courses are detailed as follows:

COURSE	START	ROUNDING MARKS	FINISH
A	West of Clark Island	START–BB–N3–EC–SM–N3–FINISH	Taylor Bay
B	West of Shark Island	START–KP(P)–BB–SM–KP(P)–SM–FINISH	SE of Kurraba Point
G	South of Shell Cove	START–RB–KP(P)–TB–RB–KP(P)–FINISH	West of Clark Island
O	Athol Bight	START–N3(P)–CB–SM–GH–RB–KP(P)–FINISH	West of Clark Island
Q	West of Clark Island	START–RB–KP(P)–TB–RB–KP(P)–FINISH	West of Shark Island
Y	West of Clark Island	START–BB–NP–MW–ME–EC–FINISH	West of Clark Island
Z	Athol Bight	START–A(P)–Goat Is.(P)–Longnose Pt.(P)–Cockatoo Is.(P)– FINISH	Athol Bight

1.2. The course to be sailed will be:

1.2.1. signaled with or before the warning signal.

1.2.2. indicated by the appropriate code flag.

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

1.4. Boats shall proceed to all marks of the relevant course in the order listed and leave each mark on the required side.

1.5. All marks are to be left to STARBOARD unless the mark is suffixed (P), which indicates the mark is to be left to PORT.

1.6. The race committee may change the course signaled, display flag S or flag Y before, with or shortly after the warning signal. When a signal is displayed with a division flag it is to apply to that division only.

1.7. When flag Y is displayed with one sound signal before or with the warning signal, competitors in boats with open non-self-draining cockpits and which are not fitted with sufficient in-built buoyancy to stay afloat whilst flooded shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment.

7. SHORTENED COURSE

1.1. When a race is shortened at any mark, the finish line will be between the committee boat and the mark.

2. MARKS AND BOUYS

2.1. Marks and buoys are as described in *Appendix 2 – SASC Marks and Buoys* and chartlet posted on the SASC website.

- 2.2. When a mark is missing or out of position the race committee shall, if possible;
 - 2.2.1. replace it in its correct position, or
 - 2.2.2. substitute one of similar appearance, or
 - 2.2.3. replace it with a buoy or vessel displaying flag M. This changes RRS 34.

3. AREAS THAT ARE OBSTRUCTIONS

- 3.1. (NP) (DP) The following areas are prohibited and deemed to be continuing obstructions. Boats infringing this rule will be subject to protest:
- 3.2. **Cardinal Marks** – the areas bounded by cardinal marks.
- 3.3. **Moorings** – mooring areas. Naval and shipping moorings are excluded from this clause.
- 3.4. **Shark Island** – the areas between the AS Shark Island Mark (SM) and Shark Island or between Shark Island and the Shark Island light (North of Shark Island).
- 3.5. **Garden Island and Chowder Bay** – the areas within the yellow markers in the vicinity of Garden Island or near the naval wharf in Chowder Bay.

4. ASSISTANCE IN RECORDING STARTERS

- 4.1. Prior to each race (on the day of the race) day, SASC will send an SMS message to all nominated skippers to sign-on (via SailSys) for the race. The options are **Yes/No** to compete in the race. This assists the starters to record which boats are racing for the day.
- 4.2. (DP) Boats are requested to sail past the starboard side of the committee vessel with their sail number visible prior to their starting sequence to assist race officials identifying starters in all races. In so doing, boats must keep clear of boats already in their starting sequence.

5. THE START

5.1. The starting lines will be in the following locations, or as advised by the race committee:

COURSE	WIND DIRECTION	VICINITY OF START LINE
A	N Winds	West of Clark Island
B	W Winds	West of Shark Island
G	SE Winds	South of Shell Cove
O	S Winds	Athol Bight
Q	E Winds	West of Clark Island
Y	N Winds	West of Clark Island
Z	SW Winds	Athol Bight

5.2. The starting line will be between the signal mast displaying an **ORANGE** flag on the committee vessel and the course side of an orange inflatable mark with black SASC lettering.

5.3. The race committee may change the line by moving one of the starting line marks up to the lowering of the preparatory flag. This changes RRS 27.2.

5.4. (DP) A boat starting later than five (5) minutes after her starting signal may, at the discretion of the race committee, be scored DNS.

5.5. (DP) Boats whose warning signal has not been made shall keep clear of the starting area

5.6. Except where a race has been abandoned, if one boat in any division appears at the start that boat is entitled to sail the course and receive a result.

5.7. It is the obligation of each skipper to identify the correct location of the committee vessel.

5.8. Other starting and finishing lines –boats shall endeavour to not sail through the starting or finishing lines of another club's race.

6. RECALLS

6.1. In the event of a general recall, the order of starting will not be altered.

6.2. To assist competitors the race committee may advise individual and general recalls over VHF channel 73. This changes RRS 29.

6.3. Any error or omission in the advice referred to in clause 11.1 or 11.2 above will not be grounds for protest or redress.

7. BOATS RETIRING

- 7.1. (DP) Boats retiring from a race shall notify the Committee Vessel by direct contact or on VHF channel 73 or by phoning the starter's mobile 0419 625 883.
- 7.2. Boats not complying may be scored DNC.

8. THE FINISH

- 8.1. The finishing lines will be in the following locations or as advised by the race committee:

COURSE	WIND DIRECTION	VICINITY OF FINISH LINE
A	N Winds	Taylor Bay
B	W Winds	SE of Kurraba Point
G	SE Winds	West of Clark Island
O	S Winds	West of Clark Island
Q	E Winds	West of Shark Island
Y	N Winds	West of Clark Island
Z	SW Winds	Athol Bight

- 8.2. The finishing line will be between the signal mast displaying a **BLUE** flag on the committee vessel and the course side of an orange inflatable mark with black SASC lettering.
- 8.3. When the committee vessel is on station, the finishing line and one metre on either side of the finishing line will rank as an obstruction and boats shall not cross it from either direction unless finishing. Any boat which fails to observe this instruction shall be scored DSQ without a hearing. This changes RRS 60.5(b).
- 8.4. The finishing line must be crossed in the direction from the last mark.
- 8.5. The Committee vessel will be at the starboard end of the line.
- 8.6. When a race is shortened at a mark, the mark must be left on the side indicated by the sailing instructions i.e. if port rounding is indicated then the mark is left to port when finishing or, alternatively, if starboard rounding is indicated then the mark is left to starboard.

9. TIME LIMIT

- 9.1. The absolute time limit for all races will be 1600 hours.
- 9.2. If one boat finishes within the time limit, all boats that have not finished by the time limit will be scored DNF. This changes RRS 35.

10. PROTESTS AND REQUEST FOR REDRESS

- 10.1. Protests are to be lodged in accordance with RRS 60 and requests for redress in accordance with RRS 61 as amended by clauses 15.3 and 15.4.
- 10.2. Protests must be lodged on the protest form <https://sasc.com.au/wp-content/uploads/Protest-Form-1.pdf>
- 10.3. Protests and requests for redress shall be lodged in writing at the SASC Sailing Office or by electronic means. If the SASC Sailing Office is closed, protests and requests for redress may be placed in the Sailing Office letter box.
- 10.4. The time limit for the lodging of protests, and requests for redress based on an incident in the racing area, shall be 1100 hours on the first working day after the event. This changes RRS 60 and 61.
- 10.5. Protests and requests for redress will be heard at the clubhouse of the conducting club on the following Tuesday unless otherwise decided by the protest committee. The hearing time will be advised to the parties involved.
- 10.6. Any boat which lodges a protest or request for redress, and which is not represented at the hearing without informing the protest committee by 1100 hours on the day of the hearing shall be scored DNE for the race to which the protest or request for redress is related. This changes RRS 63.1(b)

11. RESPONSIBILITIES

- 11.1. The attention of all competitors is drawn to the responsibilities of owners and skippers as detailed in in the Notice of Race clauses 18.1 – Risk Warning and 18.2 – Competitors' Declaration.
- 11.2. The owner, charterer or representative acknowledges the possibility of and accepts the risk associated with the perils of the sea; the seaworthiness or otherwise of any other boat participating in any race comprising part of the Sydney Amateur Sailing Club races.