



Property Industry Foundation Annual Charity Yachting Regatta

PRINCIPAL SPONSOR



Friday 15 March 2019
Sydney Harbour

SAILING INSTRUCTIONS

RACE COMMITTEE FREQUENCY - VHF CH 72
DOCKMASTER & TENDER SERVICE FREQUENCY - VHF CH 73

FIRST WARNING SIGNAL AT 1255 HRS

EVENT WEBSITE

www.pifregatta.com.au

MIDDLE HARBOUR YACHT CLUB

The Sailing Office
Lower Parriwi Road (The Spit)
Mosman, NSW, 2088
PO Box 106 Seaforth, NSW, 2092
P: (02) 9969 1244
F: (02) 9969 3326

Email: sailing@mhyc.com.au
Website: www.mhyc.com.au

PROPERTY INDUSTRY FOUNDATION

S5/L2 Grafton Bond Building,
201 Kent Street
Sydney, NSW, 2000
P: (02) 9241 6000
F: (02) 9241 1997

Email: eoneill@pif.com.au
Website: www.pifregatta.com.au

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IMPORTANT INFORMATION

I. PREAMBLE

All Skippers and Crew are reminded of the nature of this Event; it is a fund raising event conducted in support of "Helping Young People at Risk".

As such many of the crew on competing boats are not regular sailors.

The Middle Harbour Yacht Club and the Property Industry Foundation request that all competing Skippers and Crew make allowance for this lack of sailing experience and participate in the Corinthian Spirit, with the best interests of the sport of sailing and the safety and enjoyment of all participating crew as a prime objective.

II. SAFETY

All those participating in the Event are reminded that they do so at their own risk and responsibility. Neither the Middle Harbour Yacht Club (MHYC), the Property Industry Foundation (PIF), the Event Sponsors or any Officials or Employees involved in the organisation, management or conduct of the event shall be deemed responsible for the seaworthiness of a yacht whose entry has been accepted nor for the adequacy of a yacht's equipment, or the personal safety of its crew. Attention is drawn to Racing Rules of Sailing (RRS) Fundamental Rule 4, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"

All skippers are reminded to exercise appropriate caution whilst sailing and if conditions deteriorate or become marginal to assess the risks inherent in continuing to sail and make an appropriate judgment that protects or preserves the safety of those on board the yacht(s) under their care and control. This decision may be to continue at reduced speed or retire and seek refuge.

Boats that retire from the race, shall promptly advise the Race Committee and their reason for doing so.

III. NSW ROADS AND MARITIME SERVICES (NSW RMS) AND SYDNEY PORTS REGULATIONS

Competitors are reminded of NSW RMS Regulations in respect of Charter Vessels. Competitors who pay a Charter Fee to a Vessel Operator should ensure that the Vessel is licensed by NSW RMS and is under the control of a NSW RMS Licensed Operator and complies with the Commercial Vessels Act (1979).

Skippers are to make themselves aware of the Sydney Ports Regulations with regard to Commercial Shipping and Ferry Exclusion Zones in the attached Appendix.

IV. YACHTS PICKING UP AND DROPPING OFF GUESTS AND CREW AT MHYC MARINA

- Yachts must contact the MHYC Dockmaster on **VHF 73** upon arrival in the vicinity of the MHYC Marina.
- Yachts may only approach the Marina T-Heads for berthing once directed by the MHYC Dockmaster.
- Yachts may be asked to 'Stand By' until a berth becomes available.
- Berthing is limited to 10 minutes for pick up and drop offs.
- To avoid delays during berthing, all guests and crew are to be ready to board or disembark together.
- 'Overnight' berthing must only be arranged with the approval of the MHYC Dockmaster.

V. TENDER SERVICE FOR YACHTS UNABLE TO ENTER MIDDLE HARBOUR

- A limited Tender Service will run to Hunters Bay for guests and crew sailing on yachts restricted by depth.
- The Tender Service will run to and from 'A' Arm for guests and crew boarding or disembarking.
- Yachts must call MHYC Tender on VHF 73 upon arrival in the vicinity of Hunters Bay to arrange a transfer.
- Tender Service is not available after 1700hrs.

VI. TENDER SERVICE FOR YACHTS MOORED IN THE IMMEDIATE VICINITY OF MHYC

- A limited Tender Service will run to yachts moored close by for guests and crew sailing on these yachts.
- The Tender Service will run to and from 'A' Arm for guests and crew boarding or disembarking.
- Yachts must call MHYC Tender on VHF 73 once moored in the vicinity of MHYC to arrange a transfer.
- Tender Service is not available after 1700hrs.

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SAILING INSTRUCTIONS

1.0 RULES

- 1.1 The Race will be governed by the current versions of:
- the rules as defined in the Racing Rules of Sailing (RRS);
 - the Special Regulations of Australian Sailing (AS);
 - the Regulations of NSW Roads and Maritime Services in regards to Shipping and Ferry exclusion zones;
 - the Conditions of Entry;
 - the Notice of Race, except as modified by the Sailing Instructions; and by these Sailing Instructions.
- 1.2 The Race is open to boats that meet the eligibility requirements and shall be;
- of a monohull or multihull design;
 - shall have a length overall (LOA) not more than 30.48 m,
 - shall have a length overall (LOA) not less than 9.4m
 - hold a current AS Special Regulations Equipment Compliance of Category 7 (or higher) *or*
 - a current Survey Certificate issued by NSW Roads & Maritime Services; and
 - evidence of Public Liability cover of no less than \$10,000,000, by way of a Certificate of Currency;
 - and be on the Register of a Sailing Club affiliated with its National Authority.
- 1.3 The Race is designated 'NON SPINNAKER'. Only a mainsail and headsails (as defined in RRS 50.4) shall be used. and, additionally, no sail shall be set forward of the mast which is not normally used when working to windward
- 1.4 All boats shall remove any anchor that projects forward of the bow or that is stowed outboard of the bow at any time whilst racing, unless in use or unless is required to be in place under NSW Roads and Maritime requirements whilst in 'Commercial Survey'. Anchors which are stowed as an integral part of the bowsprit and whose shaft is secured within a slot on the bow are permitted.
- 1.5 The Property Industry Foundation will provide divisional backstay flags at registration. These shall be flown from the yacht's backstay at all times while racing.

2.0 NOTICES TO COMPETITORS

- 2.1 Notices will be posted on the Official Notice Board located in the Breezeway at Middle Harbour Yacht Club.

3.0 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any changes to the Sailing Instructions will be posted before 0930 hours on the day of racing.

4.0 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed from the Signal Mast beside the Race Officials Box located on the North-Eastern corner of the Middle Harbour Yacht Club.

5.0 RACING AREA

- 5.1 The Racing Area will be inside Port Jackson (Chart AUS 200).

6.0 THE COURSES

- 6.1 The Course to be sailed will be selected from those listed in the Appendix attached to the Sailing Instructions.
- 6.2 The Course to be sailed will be displayed on a 'Course Board' prior to the Division Preparatory Signal.
- 6.3 The Course to be sailed may be shortened prior to or at the Warning Signal. (Refer to Appendix attached).
- 6.4 The Course to be sailed may be different for each Division. (Refer to Appendix attached).

7.0 AREAS THAT ARE OBSTRUCTIONS

- 7.1 The following areas are designated as obstructions;
- The area bounded by imaginary lines projected from the shore joining the West, South and East Cardinal Marks surrounding Gowlland Bombora.
 - The area bounded by imaginary lines joining the North, East, South and West Cardinal Marks surrounding Sow and Pigs Reef.
 - The area between AS Mark Shark Island and the South Cardinal Mark Shark Island.
- 7.2 All Cardinal Marks surrounding the Gowlland Bombora and the Sow and Pigs Reef and all imaginary straight lines projected between such marks, shall be designated obstructions.

8.0 THE START AND FINISH LINE

- 8.1 The Start and Finish Line will be located in the vicinity of ‘Hunters Bay’ or ‘The Sound’.
- 8.2 The Start and Finish line will be an imaginary line between the Race Committee Vessel flag-mast flying an Orange Flag and the course side of a Yellow inflatable Mark.

9.0 THE START AND START SIGNALS

- 9.1 The first (scheduled) Warning Signal of the day will be at 1255 hours.
- 9.2 Competing boats shall report to the Race Committee Vessel, with mainsail hoisted on starboard tack, prior to the first Warning Signal of the day to confirm their intention to race. Boats which cannot be identified prior to the first Warning Signal of the day may be scored as DNS.
- 9.3 Divisions will be started by using RRS 26;

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
5	Division Flag Up	One	Warning Signal
4	‘P’ Flag Up	One	Preparatory Signal
1	‘P’ Flag Down	One Long	One Minute
0	Division Flag Down	One	Starting Signal

- 9.4 Divisions will be started in the order listed below (unless because of a ‘General Recall’) and by using the following Division Flag Signals;

Division Start Order	Division Flag Signal	Backstay Flag Colour
Division 1	Numeral Pennant 1	<i>Yellow</i>
Division 2	Numeral Pennant 2	<i>Pink</i>
Division 3	Numeral Pennant 3	<i>Blue</i>
Division 4	Numeral Pennant 4	<i>Green</i>
Division 5	Numeral Pennant 5	<i>Plain</i>
Division 6	Numeral Pennant 6	<i>Black</i>
Division 7	Numeral Pennant 7	<i>No backstay flag</i>

- 9.5 The Warning Signal for each Division may be made with the Start Signal of the preceding Division.
- 9.6 A boat shall not start later than 5 minutes after its Start Signal.
- 9.7 A boat shall not approach within 100metres of the Start Line until its Warning Signal has been made.

10.0 RECALLS

- 10.1 Individual Recalls will be made in accordance with RRS 29 .1 and may be announced on VHF 72.
- 10.2 General Recalls will be made in accordance with RRS 29 .2 and may be announced on VHF 72.
- 10.3 Where a Division is subject to a ‘General Recall’, that Division’s Warning Signal will be rescheduled to the end of the order as listed in the table above.

11.0 TIME LIMIT

- 11.1 The time limit will be 1630 hours. Only boats finishing within the time limit shall rank as finishers and all other starters will be scored DNF (Amends RRS 35).

12.0 RETIREMENT

- 12.1 Boats that retire from the race, shall promptly advise the Race Committee on VHF 72 and their reason for doing so.
- 12.2 Boats that do not have an operational VHF Radio, shall promptly advise the Sailing Office, in person or by telephone, 02 9969 1244, as soon as practicable.
- 12.3 If search and rescue operations are unnecessarily instituted due to the yacht failing to make timely contact, the yacht will be subject to action by the Race Committee under RRS 60.2(c) whereby a report will be made to the Protest Committee requesting action under RRS 69.1(a) - Allegation of Gross Misconduct.

13.0 PROTESTS

- 13.1 The Property Industry Foundation wishes to discourage the lodgement of Protests and hopes that all competitors will adopt a spirit of friendly rivalry. Should competitors feel the need to formally Protest, Protest forms are available at the MHYC Sailing Office and completed forms shall be delivered there within the time limit.
- 13.2 The protest time limit is 60 minutes after the finishing time of the last boat.
- 13.3 Protests received may be heard from 1900 hours at MHYC on the Wednesday following the race.

14.0 RADIO COMMUNICATION

- 14.1 The Race Radio Frequency will be VHF CH72.
- 14.2 The Tender Service Radio Frequency will be VHF CH73.
- 14.3 The MHYC Dock Master Radio Frequency will be VHF CH73.

15.0 SCORING

- 15.1 The Low Point System, Appendix A of the RRS shall apply.
- 15.2 Results shall be determined by the application of Time Correction Factor (TCF) to elapsed times. The nominated 'TCF' shall be arbitrarily allocated by the Property Industry Foundation and shall not be the subject of Protest, Dispute or Redress (amends RRS 60.1 and 62.1(a)).
- 15.3 The boat with the lowest corrected time (after application of scoring penalties, if any) in each Division will be scored first and so on.

16.0 RUBBISH

- 16.1 Boats and crew shall not dispose any items of rubbish into the water. Rubbish is to remain on board until it can be correctly disposed of.

17.0 PRIZES

- 17.1 Prizes may be awarded to First, Second and Third in each Division at a presentation to be held at MHYC at approximately 1800 hours.

18.0 DISCLAIMER OF LIABILITY

- 18.1 Competitors participate in the Race entirely at their own risk. MHYC and the Property Industry Foundation, including their respective officers, employees, volunteers and members, will not accept any liability for any loss, material damage or personal injury or death sustained in conjunction with or prior to, during or after the race.
- 18.2 MHYC and the Property Industry Foundation, are not responsible for the seaworthiness of a yacht whose entry is accepted or the sufficiency or adequacy of its equipment.
- 18.3 Competitors attention is drawn to RRS 4.0 'Decision to Race'. *"The responsibility for a boats' decision to participate in a race or to continue racing is hers alone."*

19.0 COMMERCIAL SHIPPING AND FERRIES

- 19.1 Boats shall not interfere with the Commercial or Defence Shipping of the Port and shall not approach closer than 30m on either side or astern or 500m ahead of any commercial ship.
- 19.2 Boats shall not interfere with the Ferries of the Port and shall not approach closer than 30m on either side or astern or 200m ahead of any Ferry.
- 19.3 Commercial ships and Ferries may be escorted by a Sydney Ports Pilot Vessel. Boats shall not obstruct these escort vessels, cause it/them to move station or collide with them. Boats shall obey all instructions of the escort vessel and shall not pass between the ship being escorted and the escort vessel. Complying with an instruction of an escort vessel shall not be grounds for redress under RRS 62.
- 19.4 Any boat observed by the Race Committee breaching these requirements or against whom a complaint is received from NSW Roads and Maritime Services, Sydney Ports, Harbour City Ferries, or the Master of a Commercial Vessel, may be subject to action by the Race Committee or Protest Committee under RRS Part 5, Section A.

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APPENDIX A - COURSES

- A1 All Marks shall be rounded to Starboard, except those suffixed with (P) which shall be rounded to Port.
- A2 All Course Marks will be AS Marks (Yellow Spar) or Harbour Islands. Approximate locations are indicated on the attached Course Chartlet.
- A3 The Race Committee may "Shorten the Course" prior to or at the Warning Signal by displaying Code Flag S. The Course is shortened and upon rounding the mark suffixed '*', all boats shall proceed directly to the Finish.

COURSE 1

DIVISION	COURSE
1	Start – CP – EC – SI – Shark Is* – MW – ME – Finish
2	Start – CP – EC – SI – Shark Is* – MW – ME – Finish
3	Start – CP – EC – SI – Shark Is* – MW – ME – Finish
4	Start – CP – EC* – SI – Shark Is – Finish
5	Start – CP – EC* – SI – Shark Is – Finish
6	Start – CP – EC* – SI – Shark Is – Finish
7	Start – CP – LB* – GP - LB – Finish

COURSE 2

DIVISION	COURSE
1	Start – MW – ME – EC – SI – Shark Is – Fort Denison(P)* – MW – ME – Finish
2	Start – MW – ME – EC – SI – Shark Is – Fort Denison(P)* – MW – ME – Finish
3	Start – MW – ME – EC – SI – Shark Is – Fort Denison(P)* – MW – ME – Finish
4	Start – MW – ME – EC – SI – Shark Is* – Fort Denison(P) – Finish
5	Start – MW – ME – EC – SI – Shark Is* – Fort Denison(P) – Finish
6	Start – MW – ME – EC – SI – Shark Is* – Fort Denison(P) – Finish
7	Start – CP – LB – EB – LB* – GP - LB– Finish

COURSE 3

DIVISION	COURSE
1	Start – SI – Shark Is – Clarke Is – MW – ME – EC* – SI – Shark Is – Finish
2	Start – SI – Shark Is – Clarke Is – MW – ME – EC* – SI – Shark Is – Finish
3	Start – SI – Shark Is – Clarke Is – MW – ME – EC* – SI – Shark Is – Finish
4	Start – SI – Shark Is – Clarke Is – MW – ME* – EC – Finish
5	Start – SI – Shark Is – Clarke Is – MW – ME* – EC – Finish
6	Start – SI – Shark Is – Clarke Is – MW – ME* – EC – Finish
7	Start – SI – Shark Is – Clarke Is – CP* – EB - CP – Finish

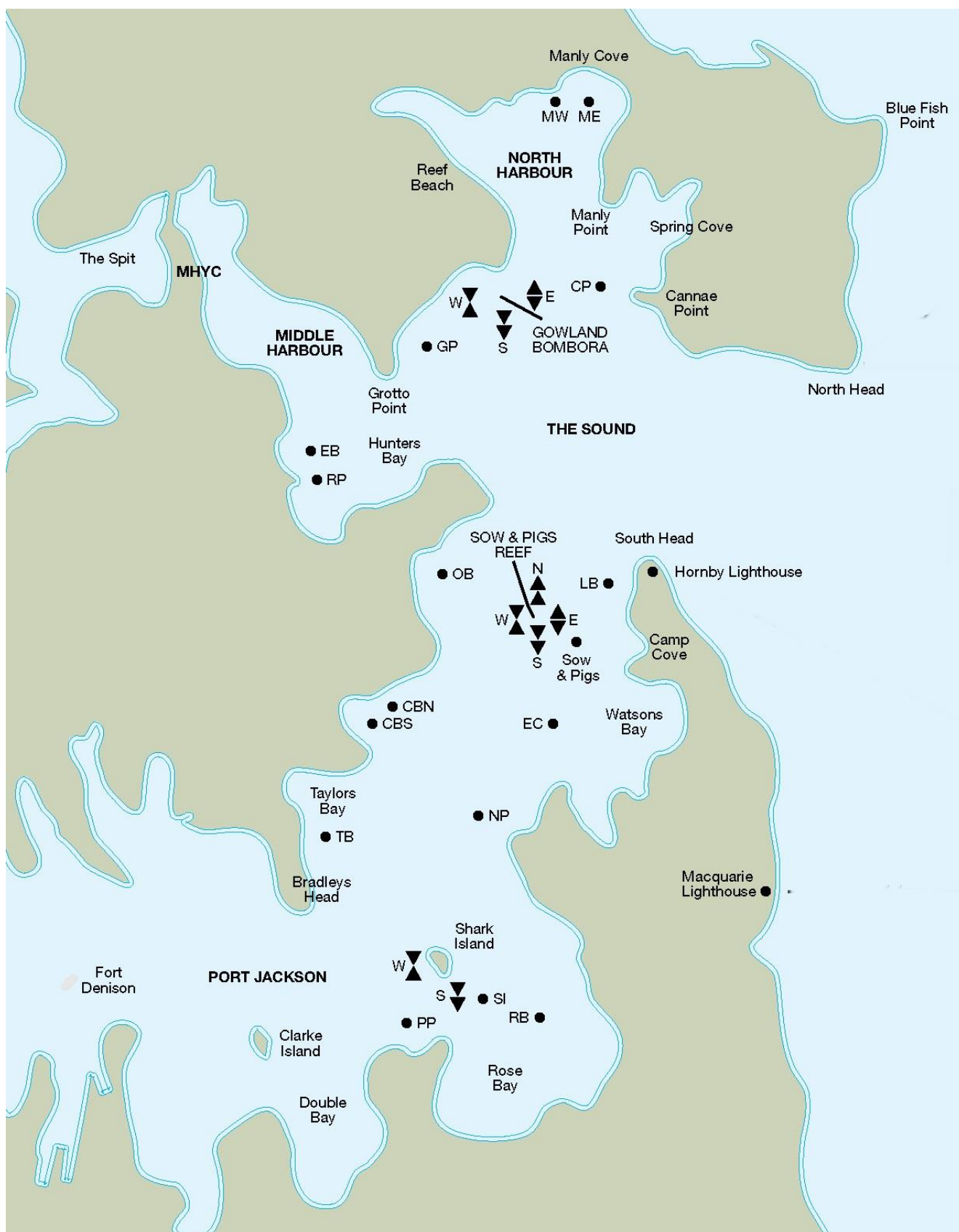
COURSE 4

DIVISION	COURSE
1	Start – SI – Shark Is – Clarke Is – Fort Denison(P) – MW – ME – EC* – SI – Shark Is – Finish
2	Start – SI – Shark Is – Clarke Is – Fort Denison(P) – MW – ME – EC* – SI – Shark Is – Finish
3	Start – SI – Shark Is – Clarke Is – Fort Denison(P) – MW – ME – EC* – SI – Shark Is – Finish
4	Start – SI – Shark Is – Clarke Is – CP – EC* – SI – Shark Is – Finish
5	Start – SI – Shark Is – Clarke Is – CP – EC* – SI – Shark Is – Finish
6	Start – SI – Shark Is – Clarke Is – CP – EC* – SI – Shark Is – Finish
7	Start – SI – Shark Is – Clarke Is – Fort Denison(P) – CP* – EB – CP – Finish

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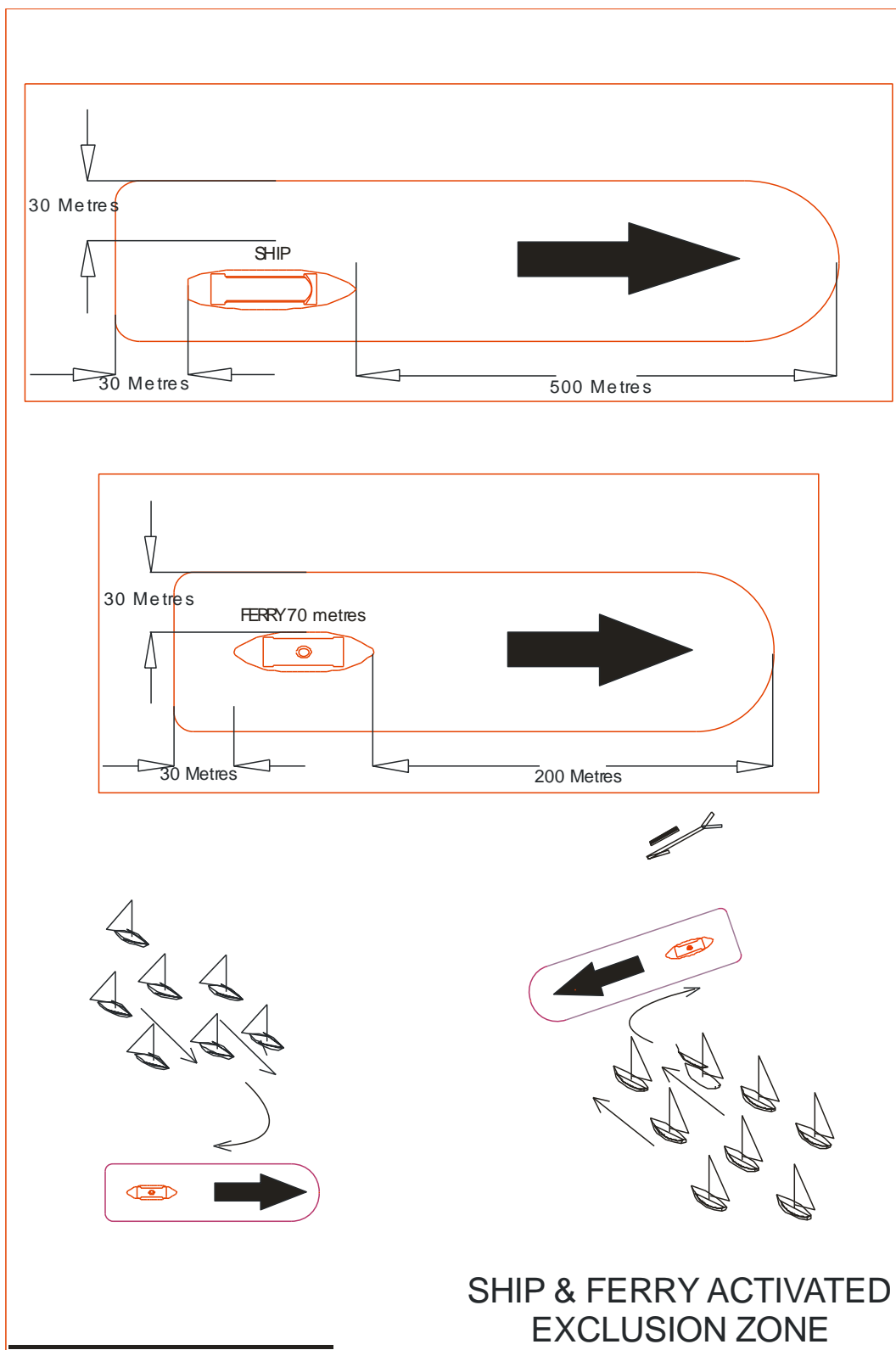
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APPENDIX B – COURSE CHART LET



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APPENDIX C – EXCLUSION ZONES



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APPENDIX D – MARINA MAP

