

- 4.3 The OA will appoint a Technical Committee for all Category 3 to 7 races and the Audi Centre Sydney BWPS to oversee compliance with IRC Rating Rules. A boat shall permit a member of the Technical Committee to review the boat's rating certificate, including taking measurements, if requested.

5 Special Equipment Regulations

- 5.1 The Australian Sailing Special Regulations (referred to as Special Regulations (SR)), shall apply to all races to the limits of Race Categories stated in Special Regulations 2.01 (referred to as Cat 1, 2, 3, 4, 5, 6 or 7).
- 5.2 Category 7 (Australian Sailing Special Regulations Part 1 Section 2): All boats which do not have navigation lights permanently fitted are additionally required to comply with Australian Sailing SR 3.23.4 and 3.23.5 and carry portable navigation lights capable of being attached to the boat.
- 5.3 Boats shall carry navigation lights and shall illuminate them after official sunset. Boats not illuminating navigation lights after official sunset will be subject to protest by the Race Committee.
- 5.4 Attention is drawn to SR 1.02.1 that in part states, "The safety of the boat and her crew is the sole and inescapable responsibility of the person in charge".
- 5.5 Each boat shall comply with the nominated Race Category of each race and carry on board the specified equipment.
- 5.6 A boat shall have a current Australian Sailing Special Regulations Equipment Audit Form signed by an accredited Special Regulations Equipment Auditor. **Note: CYCA require all audits be dated after 30 June 2024.**
- 5.7 A boat may be inspected at any time by an accredited equipment auditor to demonstrate compliance with SR 2.02.2 and 2.02.3.
- 5.8 The appropriate charts shall be carried on board.
- 5.9 **Every boat or competitor shall give all possible help to any person or vessel in danger. Attention is drawn to RRS Fundamental Rule 1.**
- 5.10 A boat complying with RRS 1.1 - rendering assistance (except as to the recovery of her own crew) which sustains damage or has stores depleted may accept outside assistance to make good the damage, equipment or stores provided that such assistance shall not be provided over a cumulative period exceeding 24 hours in total.
- 5.11 The following additional equipment shall be carried:
a) Cat 1, 2 & 3+: Satellite phone, AIS Transponder;
b) Cat 1-7: Electronic copy of the current Sailing Program;
c) Double Handed: Auto pilot.
- 5.12 Boats required to carry a VHF shall maintain a 24-hour listening watch for the duration of their race on VHF Channel 16.
- 5.13 Boats shall provide a CYCA Radio Inspection Certificate (where required) with the Entry. The CYCA Radio Inspection Certificate is to be completed by an accredited Radio Technician to verify the adequacy of the installation and operation for the radios. Radio Inspection Certificates are only valid for 12 months from the date of issue.

6. Definitions

AS	Australian Sailing
Class	refers to level rating of class boats based on elapsed time.
CV	committee vessel
Inshore	within the confines of Sydney Harbour.

IRC	IRC Rule
Offshore	to seaward of a transit from Hornby Light to outer North Head at the entrance to Sydney Harbour.
ORCi	ORC International Rating System Rules
PHS	Performance Handicap System.

7. **Entry**

7.1 An entry (made online through the CYCA website www.cyca.com.au) accompanied by the appropriate entry fees and the supporting documentation (as described in each series SIs where that documentation is not already held by CYCA) shall be lodged with the CYCA Sailing Office by:

- a) **For BW, and DH:** no later than 1200 hours on the Monday prior to the race;
- b) **For OP, SO, and SH races:** no later than 1200 hours on the Thursday prior to the race;
- c) **For twilight races (TWI):** no later than 1200 hours on the day of the race.

While all documentation may not be lodged at the same time as the original entry, if the whole of the documentation required under the particular entry are not lodged by the times set out immediately above, the vessel may be scored DNC in the particular race or series of races and BWPS boats may have the late documentation fee applied.

The onus is on all owners and/or charterers to ensure that all the required documentation in a satisfactory form is lodged as early as possible. Where the documentation is deemed unsatisfactory, the Sailing Office will draw the deficiencies to the owner's attention and attempt to assist the owners and/or charterers to complete the necessary documentation. The Sailing Office accepts no responsibility if the owner/charterer is unable to produce the necessary documentation.

The Organising Authority is not responsible for any failure of, or errors in the information provided to it through the online entry system.

If there is any inconsistency between:

- the statements and information published on the online entry system; and
- this Sailing Program, and the rules and regulations referred to in General Condition of Racing 1.1,

the Sailing Program, and the rules and regulations referred to in General Condition of Racing 1.1 prevail to the extent of the inconsistency.

7.2 The Race Committee reserves the right to reject or cancel the entry of any boat (RRS 76.1).

8. **Eligibility of Boats**

8.1 A boat shall be of monohull construction and comply with Special Regulations Part 1 for the applicable Race Category.

8.2 Cat 1, 2, 3 and 4 races (other than for a double handed boat): a boat shall have an overall length (LOA) not more than 30.48 metres and not less than 9.0 metres and a waterline length (LWL) not less than 7.0 metres.

Boats with a LOA less than 9.0 metres but more than 8.5 metres may be eligible at the discretion of the Sailing Committee for Category 4 races only.

8.3 Cat 6 and 7 races: a boat shall have a LOA not less than 6 metres.

8.4 A double handed boat shall have an overall length (LOA) not more than 19.9 metres and not less than 9.0 metres and a waterline length (LWL) not less than 7.0 metres.

- 8.5 A boat's stability eligibility shall be obtained from the methods listed below and in Special Regulations Part 1, Appendix B.
- 8.6 All boats shall provide documentation to verify stability characteristics not less than that for the relevant Race Category (Special Regulations Part 1, Appendix B refers).

Competitors found to be falsifying documentation, deliberately invalidating certificates or otherwise misleading the Race Committee with regard to stability of their boat will be the subject of a report by the Race Committee to the Protest Committee under RRS 60.2(c) requesting action under RRS 69.2(b). If found guilty the penalty could include disqualification from CYCA races and any associated regattas; the penalty will be reported to Australian Sailing in accordance with RRS 69.3.

- 8.6.1 **A boat competing in any Category 3+ or Category 2 race shall provide evidence as follows.**

Non-Moveable Variable Ballast Boats:

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORCi Stability Index of 110 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A except that the angle of vanishing stability (AVS) must be a minimum of 115 (The OA may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. This may include having measurements redone and documentation reproduced by another Naval Architect).

Moveable Variable Ballast Boats:

A boat shall provide evidence as follows to demonstrate that it achieves not less than:

- an ORCi Stability Index of 110 and a Ballast Leeward Recover Index of 0.9 for the configuration in which the boat proposes to race; or
- International Standard ISO 12217 – 2 Design Category A and a Knockdown Recovery Factor of minimum 0.9. (The OA may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied, at the cost of the entrant concerned. This may include having measurements redone and documentation reproduced by another Naval Architect).

Further Requirements:

Boat holding a valid ORCi Certificate

A boat with a current, valid ORCi Certificate shall supply that certificate, including the Stability and Hydrostatics Datasheet accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat previously holding a valid ORCi Certificate

A boat without a current, valid ORCi Certificate but with a previously valid (but not current) such certificate shall supply its most recent previously valid (but not current) certificate, including the Stability and Hydrostatics Datasheet, accompanied by a completed Stability Declaration supplied by the Organising Authority.

Boat achieving ISO 12217-2 Design Category A

In the calculation of stability data:

- The hydrostatics and stability demonstrating the yacht's compliance with ISO Category A shall be derived from measurement of the freeboards and righting moment of the actual yacht by a qualified source (i.e. an inclination test)
- Deck and other enclosed volume above the sheerline may be taken into account, in which case offsetting cockpit volume shall also be taken into account.
- Mass shall be taken as Minimum Operating Mass as defined by ISO 12217-2, paragraph 3.5.3.
- A GZ curve shall be submitted as part of the ISO statement.

In the assessment of ISO category for yachts fitted with moveable and/or variable ballast, ISO 12217-2, paragraph 6.1.4 b) shall not apply. Boats shall comply with paragraphs 6.2.3, 6.3.1 and 6.4. Calculations shall be for the ballast condition that results in the most adverse result when considering each individual stability requirement. ISO 12217-2 Annex C, paragraph C.3.3, first sentence, the word 'may' is replaced with 'shall'. ISO 12217-2 Annex C, paragraph C.3.4 shall not be used in the calculation of righting lever.

8.6.2 Race Committee determination

A determination by the Organising Authority or the Race Committee as to the suitability of supplied documentation in demonstrating a boat's compliance with the stability requirements, as to whether there is a satisfactory margin as required by this paragraph 8.6 or as to a boat's compliance with the stability requirements is final and binding.

8.7 The Organising Authority may elect to obtain technical advice as to a boat's eligibility and the data and documentation supplied with regard to verification of stability, verification of construction and keel inspections, at the cost of the entrant concerned. The entrant will be consulted prior to this occurring.

9. Handicaps

9.1 The Race Committee may select any of the following or a combination of those methods to handicap a race and will announce in advance the method that will apply to the race or series.

9.2 IRC race results will be calculated by the application of the IRC Time Corrector (TCC) as a multiplier of the boat's elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

9.3 PHS results will be calculated by the application of a Time Correction Factor (TCF) of a four decimal number as a multiplier of the boat's elapsed time. The Race Committee will in its absolute discretion determine a boat's TCF in relation to its performance in previous races. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

9.4 All results will be subject to the application of Alternate Penalties, if any.

10. Handicap Adjustments

10.1 Rating/Class boats shall provide a copy of their amended Rating Certificate to the Sailing Office or declare to the Sailing Office via email (sailingoffice@cyca.com.au) which of the primary or secondary IRC Certificate will be used not less than 24 hours prior to the Warning Signal of a race except for BWPS designated races (refer BWPS SI 4.3). A boat's result shall not be retrospectively amended due to a rating change.

10.2 Boats shall notify the Sailing Office in writing, seven days prior to a race of any change (addition or alteration) to a boat's hull appendages, equipment or sail inventory, or

onboard skill level that may affect its performance. A boat failing to comply may be subject to action by the Race Committee under RRS 60.2(c).

- 10.3 A boat's Initial TCF or Race TCF, based on Clause 9.3 of these General Conditions of Racing, shall not be subject to protest or constitute grounds for redress (this changes RRS 60.1 and 62).
- 10.4 The Race Committee may manually adjust a boat's TCF retrospectively where it appears that the handicap applied contains an error, mistake or omission or is otherwise demonstrated to be patently unfair.

11. Divisions

- 11.1 The Race Committee may form racing divisions at its discretion.
- 11.2 Class Divisions such as Sydney 38 One Design may be formed, subject to sufficient entries being received.
- 11.3 The constitution of Racing or Start Divisions shall not be subject to protest or request for redress (this changes RRS 60.1 and 62.)

12. One Boat Constitutes a Race

- 12.1 When only one boat starts and/or sails the course within the time limit it shall be declared the winner and the race will not be abandoned (this changes RRS 32.)

13. Pointscore Series and Scoring

- 13.1 A Pointscore Series is open only to block entries.
- 13.2 To be eligible for a Pointscore Series, boats shall complete the appropriate block entry.
- 13.3 A boat's points will not be transferred with a change of ownership or change of division.
- 13.4 The Low Point Scoring system of RRS Appendix A will apply subject to the following amendments:

Non Starting

Boats which are scored Did Not Compete (DNC) or Did Not Start (DNS) shall be awarded points equal to the number of pointscore starters in the race plus four points.

On Course Side

Boats which are scored On Course Side (OCS) shall be awarded points equal to the number of pointscore starters in the race plus two points.

Non Finishing

Boats which Retire (RET), did not Sail the Course (NSC) or are scored Did Not Finish (DNF) shall be awarded points equal to the number of pointscore starters in the race plus one point.

Time Limit Expired

For Category 4 Races, a boat still racing when the time limit expires (TLE), shall be awarded points equal to the number of finishers in the race plus one point. Boats shall provide evidence of their position on the course at the time limit to the Sailing Office by 1000 hours on the first working day following the race. Evidence can be provided in the form of a photograph of the boat's instruments displaying its position/track. A timestamp shall be included.

Disqualified

Boats which are disqualified (DSQ) shall be awarded points equal to the number of pointscore entries in the race plus two points. A boat subject to an alternative penalty shall score the points of the resultant place and if equal with another boat, both shall score equal points (RRS A7 shall not apply).

- 13.5 A boat may be eligible for average points for one race if competing in a national championship or an offshore race or regatta of significance that prevents the boat or crew from competing in that race. Requests for average points shall be in writing to the Race Committee and be received by the Race Committee no less than seven days prior to the race that will be missed. The decision to award average points is at the sole discretion of the Race Committee. This changes rule A5.
- 13.6 A boat that is entered in the Short Haul Pointscore and competes in the Flinders Islet Race on Saturday 21 September, the Tollgate Island Race on Friday 18 October, or the Cabbage Tree Island Race on Friday 6 December shall be awarded average points for the race(s) missed.
- 13.7 A boat that is entered in the Short Ocean Pointscore and competes in the Flinders Islet Race on Saturday 21 September or the Cabbage Tree Island Race on Friday 6 December shall be awarded average points for the race(s) missed.
- 14. Official Notice Board**
- 14.1 The Official notice board is a notice board bearing that name in the CYCA Clubhouse.
- 14.2 Any document or notice displayed on the Official notice board shall be deemed to be posted.
- 15. Declarations**
- 15.1 All competitors participating in a Category 2 or Category 3+ race shall lodge a declaration online through the CYCA website (<http://cycaforms.seamlessdocs.com/f/CYCADeclform>) within the time limit for the delivery of protests only in the following circumstances:
- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or
 - (b) any use of the motor for propulsion, refer to General Conditions of Sailing Paragraph 16.4; or
 - (c) the boat has taken a One-Turn or Two-Turns Penalty; or
 - (d) the boat acknowledges a Scoring Penalty in accordance with RRS 44.3; or
 - (e) the boat records its own finish time; or
 - (f) the boat uses a bona fide replacement for a damaged mainsail under General Conditions of Racing paragraphs 17.1 and 17.2; or
 - (g) the boat fails to report in at a position sked; or
 - (h) the boat receives assistance in ensuring satellite or cellular communications under General conditions of Racing Paragraph 17.3; or
 - (i) any other notable/extraordinary circumstance.
- 15.2 All competitors participating in any race conducted by the CYCA under Australian Sailing Special Regulations categories 3 to 7 shall lodge a declaration online through the CYCA website (https://cycaforms.seamlessdocs.com/f/General_Race_Declaration) within the time limit for the delivering of protests only in the following circumstances:
- (a) for an infringement of any RRS or SI; or
 - (b) after rendering assistance; or
 - (c) any use of the motor for propulsion, refer to General Conditions of Sailing paragraph 16.4; or
 - (d) temporary discontinuance of racing; or
 - (e) not sailing the course due to a mark being missing or unsighted; or
 - (f) acceptance, with details, of any alternative penalty; or
 - (g) statement of finishing time when Committee Vessel (CV) is not on station; or
 - (h) any other notable/extraordinary circumstance.
- 15.3 The Race Committee may act on a Declaration without a hearing and impose an alternative penalty instead of disqualification (this changes RRS 63 and 64.)

15.4 A boat that refrains from lodging a declaration therefore acknowledges that it complied with all the RRS and SI's applying to the race.

16. Other Instructions

16.1 Competitors must maintain a minimum distance of 500m from the bow of any ship and 200m from any ferry and no less than 30m from the sides/stern of any ship or ferry underway.

16.2 A boat shall not cause interference to an ocean-going vessel or other vessels having right-of-way under the government right-of-way regulations.

16.3 Attention is drawn to Roads and Maritime Services reporting requirements in the case of a collision or injury as published in this Sailing Program.

16.4 Motor Propulsion

- (a) As allowed by RRS 42.3(i) a boat may use its engine for propulsion in order to get clear: after grounding; after colliding with a vessel or object; or to prevent imminent grounding or collision.
- (b) A boat that uses its engine for propulsion as allowed in SI 16.4(a) shall, as soon after getting clear, take a Two Turns Penalty as detail in RRS 44 (this changes RRS 44.1).
- (c) For the purpose of this SI 16.4, "to gain (or gained) a significant advantage" does not relate to the act of getting clear allowed under SI 16.4(a).

16.5 Prohibited Areas/Obstructions

16.5.1 Dangerous Areas

Dangerous bombora conditions exist in the following locations (approximate positions) in strong S to SE winds:

1. Cape Banks, Botany Bay (34° 00' S, 151° 41' E)
2. Off Bear Island inside Botany Bay (33° 59' S, 151° 13' E)
3. To Seaward of Port Hacking Point (34° 04' S, 151° 10' E)
4. Gowland Bombora in the Sound of Sydney Harbour (33° 49' S, 151° 16' E)

16.5.2 RRS 19 & 20 applies to the Bombora areas specified in SI 16.5.1.

16.6 Obstructions and Prohibited Areas

16.6.1 The following are continuing obstructions and prohibited areas, namely:

1. The area of Sow and Pigs Reef enclosed by an imaginary line joining all four of the Cardinal Marks surrounding the Reef in sequence N, E, S and W.
2. The non safe water side of a Cardinal Mark (with the exception of Junction Bell).
3. The area between the Shark Island AS Mark (SIM) and Shark Island. (Except during Short Haul Night Races)
4. The finishing line except when finishing. A boat shall not cross the finishing line again after clearing it. When complying with RRS 44.2 at or near the finishing line a boat shall sail around the ends of the finishing line before finishing (this changes RRS 28).
5. The area between Shark Island and Shark Island Light (north of Shark Island).
6. The area enclosed by moorings.
7. The areas described in Audi Centre Sydney Blue Water Pointscore Sailing Instruction 10.2 and Double Handed Pointscore Sailing Instruction 10.2.

16.6.2 A boat shall not sail into a prohibited area designated in SI 16.6.1.

17. Changes to Class Rules and RRS

17.1 Changes to IRC Handicap Category

For Category 2 and Category 3+ races, all IRC Certificates shall be a current and valid Endorsed Certificate issued by RORC. All boats may additionally hold a secondary valid Endorsed IRC Certificate. The Organising Authority may require re-measurement of any boat prior to the boat racing.

For Category 4 to 7 races, IRC Certificates shall be a current and valid Standard or Endorsed Certificate issued by RORC. All boats may additionally hold a secondary valid IRC Certificate. The Organising Authority may require re-measurement of any boat prior to the boat racing.

IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race (Race Category 1 and 2 races only).

IRC Rule 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more headsail and/or one more spinnaker than shown on her current IRC certificate without an increase of rating (Race Category 1, 2 and 3 races only).

IRC Rule 15 is deleted. Refer General Conditions of Racing 17.2.

IRC Rule 15.2(d) is amended to: a fully crewed boat shall not use stored power for steering.

IRC Rule 8.2.1: all boats may additionally hold a secondary valid Endorsed or Standard IRC Certificate. Owners shall declare to the Sailing Office which of the primary or secondary certificate will be used prior to the rating deadline (General Conditions of Racing 10.1). If a boat does not declare which certificate, the primary certificate will be used.

IRC rule 22.4.1 (crew number) & IRC rule 22.4.2 (crew weight) is changed for Category 3+ and Category 2 races only when a boat's crew includes a minimum of two female crew members, two youth crew members (under the age of 23 years on the day of the start of the race), or one female and one youth crew member.

When a boat satisfies at least one of these requirements, the change is: (1) Boats rated as one-designs, as noted on the boat's certificate, may carry one person more than the crew number printed on the certificate; and (2) The crew weight shall not exceed 85kg multiplied by one more than the Crew Number printed on the certificate.

17.2 **Changes to the Racing Rules of Sailing**

Add the following to RRS 32.2: In Short Haul and Short Ocean Races if IC Flag "S" is displayed on or near the mark designated, then a boat shall round/pass the mark as required (looping not necessary) and proceed directly to the Finish.

Add the following to RRS 41:

- e) Whilst racing, a boat may retrieve data from any page of the CYCA website (www.cyca.com.au) or any event website controlled by CYCA, even if that page is not publicly available. Boats in BWPS races may retrieve data from the standings pages of the website from <http://bwps.cycaracing.com/standings/lite> and or retrieve data from the text-based feeds provided at <http://yb.tl/Links/BWP2024> even if those pages are not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private forecasts, tactical advice or information customised for a particular boat or group of boats, however a boat may obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost.
- f) A boat may receive assistance in ensuring that satellite or cellular communication systems on board are able to transmit and receive data.

RRS 51: Only those boats whose Rating Certificate(s) have been computed taking into consideration variable ballast are allowed to move this and only this ballast. All other moveable ballast shall be properly stowed.

RRS 52: RRS 52 is changed to: The rotation of a boat's rudder shall be adjusted and operated only by the power provided by the crew.

RRS 52 does not apply to a double handed boat.

17.3 **Changes to the Special Regulations**

All boats entered in Category 2 or Category 3+ race shall carry a satellite phone on board (refer Special Regulation 3.25.1(a)(ii)).

Special Regulation 3.29.1: All boats entered in a Category 2 and Category 3+ race shall carry an AIS Transponder (with current vessel details) that shall be switched on, such that it is receiving and transmitting. The failure of any station to receive a signal from a boat's AIS Transponder shall not be subject to protest or grounds for redress (this changes RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

Special Regulation 5.05.1: For BWPS AIS personal man overboard beacons (AIS MOB) for all crew are recommended for fully crewed boats and are mandatory for a double handed boat. When carried, numbers shall be provided in the AIS MOB Declaration supplied by the Organising Authority.

Special Regulation 5.01.1 (h): A lifejacket shall be worn by each member of the crew at times such as, but not limited to:

- (i) Between the hours of sunset and sunrise
- (ii) When alone on deck
- (iii) When the true wind speed is 25 knots or above
- (iv) When visibility is less than 1 nautical mile.

Special Regulation 5.01.6: Each inflatable PFD type 1 shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence be submitted as part of the documents required for race entry to the CYCA Sailing Office.

A double handed boat shall be fitted with an auto pilot.

Special Regulation 4.04: all fire extinguishers shall be checked and serviced annually by an authorised servicing agent.

Special Regulation 4.07.4 (b): A boat using the modular kits in accordance with Appendix D of the Australian Sailing Special Regulations shall carry the following:

- For Category 4 to 7 races: Inshore Kit
- For Category 3 races: Coastal Kit One
- For Category 3+ and 2 races: Coastal Kit Two.

18. **Trophies**

18.1 **Race Trophies**

(a) The overall winner of a nominated trophy race will be presented with the appropriate trophy, but no other trophies will be presented for overall places.

(b) Trophies will be presented to 1st, 2nd and 3rd in each division on the basis of the number of starters in the respective divisions. Where there are one or two starters, one trophy will be awarded; three or four starters, two trophies; five or more starters, three trophies.

18.2 **Blue Water Series (IRC)**

Jack Halliday Perpetual Trophy

18.3 **Tasman Performance Series (Blue Water Pointscore – PHS)**

Malcolm Halliday Perpetual Trophy

18.4 **Bass & Flinders Series (Blue Water Pointscore – Line Honours)**

Pat Cooper Trophy

- 18.5 **Short Haul Pointscore**
Cherana Trophy – 1st PHS Passage Pointscore
- 18.6 **Short Ocean Pointscore**
Rubber Kellaway Trophy 1st IRC Division 2, Race 1 (if no Div 2 it will be awarded to Div 3)
CYCA Trophy 1st IRC Division 2 (if no Div 2 it will be awarded to Div 1)
Julius Charody Trophy 1st PHS Division 3 (If no Div 3 it will be awarded to the mainsheet hand of 1st PHS Div 2)
- 18.7 **Ocean Pointscore**
John Borrow Perpetual Trophy - 1st IRC Overall
- 18.8 **Double Handed Pointscore**
Double Handed Pointscore Trophy – 1st IRC Overall
- 18.9 **Special Trophies**
- a) Commodore's Trophy
A perpetual trophy, presented by Past Commodore D.M. Brown for inter-club ocean racing teams' competition. This trophy is in the form of a shield made of timber and copper said to be from Lord Nelson's Flagship HMS 'Foudroyant'.
- b) Cruising Trophies
- (i) CYCA Plaque and Perpetual Trophy for Best Cruise Overseas;
(ii) CYCA Plaque for Best Cruise in Australian Waters.
- Owners of boats who have made such a cruise during the season are invited to submit a descriptive log to the CEO before March 30 for the review of the Cruising Committee.
 - Neither trophy will be presented unless the Board of Directors considers the cruise sufficiently outstanding.
 - These trophies will be awarded at the Annual 20 Years Members Dinner.
- c) Trade Winds Trophy
Rededicated to the Tollgate Islands Race. Presented by Merv Davey in 1972. First won by Caprice of Huon, G Ingate, 1972. Merv Davey joined the CYCA in 1945 and gave a long and distinguished service to the Club. This was highlighted with two terms as Commodore and as Secretary Manager from 1962 to 1971. He designed his 44' Tradewinds, which was the first ocean racer constructed in Australia from steel. She won the Sydney Hobart Yacht Race in 1949. Merv died in 1995.
- d) John Borrow Memorial Trophy
For the winner of the Ocean Pointscore. First won by Matika, A Pearson 1972. John had some active years with Camelot in his five Sydney Hobart Yacht Race starts with her. His best result was 2nd in 1965. He served two terms as a CYCA Director in 1967 and 1968.
- e) Rubber Kellaway Trophy
Presented by Mrs Anne Kellaway for the first SOPS race of the season. First won by Mercedes V in 1976/77. Ronald "Rubber" Kellaway, born in Tasmania, was a most experienced and highly regarded boatsman with a splendid personality. An original CYCA member of 1945, he crewed on 17 Sydney Hobart Yacht races including a number on Morna and Kurrewa IV. He died in 1974 aged 72.
- f) Janzoon Trophy
Presented by Mr W R Russell-Slade for the winner of a Long Offshore Pointscore race. The first winner was Solo in 1955. Russell-Slade was a very active ocean racer in the 50s and 60s. His 42' Janzoon was a very frequent starter. She competed in six Sydney Hobart races, coming 3rd in 1955. In 1961 he launched Janzoon II. This Alan Payne design was the first fibreglass ocean racer built in

Australia. She came 2nd in that year's Sydney Hobart. In 1964 she came 3rd, these being the best of a total of five starts.

- g) Jack Halliday Perpetual Trophy
For the Blue Water Pointscore Champion. First won by Anitra in the 1959 Sydney Hobart Yacht Race. John "Captain Jack" Halliday was an early member of the CYCA. He came 3rd in his 34' Ellida in the 1949 Sydney Hobart. After three other starts in Ellida, he then sailed Carol J to 3rd position in both 1954 and 1956, which were the best results of seven races in this very competitive boat. His last Sydney Hobart was in 1962 after which he retired from active ocean racing.
- h) Malcolm Halliday Memorial Trophy
For Division 1 Ocean Racing Pointscore, first won by Salacia, A W Byrne in 1967/68. Malcolm "Saus" Halliday was a very experienced hand, sailing as mate with his father (Captain Jack) on Ellida and Carol J. He competed in 11 Sydney Hobart races up until 1963.
- i) Halvorsen Brothers Trophy
Presented by Trygve and Magnus Halvorsen in 1961 and sailed over the Cabbage Tree Island course. First won in 1961 by Joanne Brodie, owned and skippered by R C Hobson. Famous names in ocean racing, Trygve and Magnus designed, built and raced a succession of outstanding ocean racers.
Saga came 2nd in the 1946 Sydney Hobart. In the next year, Peer Gynt took 3rd and sailed again in 1948 and 1949. Solveig appeared in 1950, 1951 and 1952 and then took 2nd place in 1953 and won in 1954. Anitra V next gained the outstanding results 2nd, 1st and 2nd from 1957-59 respectively. Norla's 5th place in 1960 was followed by Freya's three wins from 1963-65.
- j) The Ron Robertson Memorial Trophy
For the Flinders Island race, first won by Anitra V, T & M Halvorsen in 1959. Ron was swept overboard and lost while helming Kurrewa IV (nee Morna) in a gale off North Head on 15 June 1958. The famous 64' cutter had completed the Bird Islet Race that weekend and was returning after the finish from Pittwater. Ron was an outstanding "Bluewater" boatsman. Born in Hobart in 1904, he sailed four of the early Sydney Hobart races on Kurrewa III and then six on Kurrewa IV. In total, he sailed 16 Sydney Hobart races.
- k) The Paul Royle Trophy
Paul Royle was a young active ocean racer who was killed in a motor accident in August 1953. The sterling silver trophy was first contested on 2 October 1954 and won by C A Cooper, Patsy. The course to The Basin used to result in a crew get together with the hosts, Mr & Mrs Royle who had a home there.
- l) The Founders' Cup
Presented by A C Cooper and P Luke in 1945. Co-founders of the CYCA. First won in 1946 by R E Grout, Akuna.
- m) The Flinders Trophy
Presented by P M Luke in 1947. First winner F A Bullock, Defiance.
- n) Solo Trophy
Presented on behalf of the late Vic Meyer. This trophy was won by Solo in 1956, 1957 and 1958 for the Montague Island race.
- o) Julius Charody Trophy
Presented on behalf of the late Julius Charody. This trophy was won by Shenandoah III for the ½Ton Division in 1979 and 1980.

p) The EC "Boy" Messenger

For the Cabbage Tree Island Race ORCi winner. Boy became a member of the CYCA during its inaugural intake of members and competed in the inaugural Sydney Hobart in 1945 aboard Horizon and competed in his final Sydney Hobart in 1994, the club's 50th Anniversary Race.

q) The Roger Hickman OAM Memorial Trophy

Presented annually to the Bow Person of the Blue Water Series winning yacht. Roger Hickman OAM had previously been awarded the Ocean Racer of the Year Award in 1997 and 2014. In 2017 was posthumously awarded the Ocean Racing Veteran of the Year for 2015. Roger competed in 39 Hobart races, winning 3 and was also winner of several Blue Water Pointscores.

SAILING INSTRUCTIONS

CLUB MARINE SHORT OCEAN POINTSCORE

1. **Rules**

- 1.1 Rules will be as per paragraph 1.1 of the General Conditions of Racing in this Sailing Program.

2. **Responsibilities**

- 2.1 All those taking part in CYCA races do so at their own risk and responsibility. Special attention is drawn to RRS Fundamental Rule 3, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 2.2 The CYCA or any sponsor is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 2.3 The CYCA or any sponsor is not responsible for any damage or injury either ashore, afloat or at sea either to persons or boats which might participate in the race. It is recommended that boats should have adequate insurance cover.

3. **Schedule of Races**

- 3.1 Races are scheduled in the Racing Calendar of this Sailing Program.

4. **Entry**

- 4.1 The following shall be supplied to the Sailing Office no later than 1200 hours on the **Thursday** prior to the race:
- a) Completed Entry (made online through the CYCA web-site www.cyca.com.au);
 - b) AS Special Regulations Equipment Audit Form for Race Category 4 or higher category;
 - c) Current Rating Certificate (if applicable); and
 - d) Entry Fee.
- 4.2 A boat that does not meet the requirements for SI 4.1 may be scored DNC in that race (this changes RRS 78.2).
- 4.3 The Club will post on the official notice board a final list of entries including handicaps, amendments to SIs and other relevant information prior to the race. Copies will be available ashore on request.

5. **Crew Limitations**

- 5.1 The minimum number of crew shall be five. A majority of the crew shall be of a minimum age of 18 years.
- 5.2 The Race Committee may, at its absolute discretion, give a dispensation from the age limitation for members of the CYCA Youth Sailing Academy.
- 5.3 The number of people on board shall not exceed the maximum crew number specified on a boat's Equipment Audit Form. Boats that do not comply with this safety requirement may be subject to protest by the race committee.

6. **Sails**

- 6.1 A boat shall comply with RRS 77 and Appendix G. This SI is the warning and the opportunity to correct in the terms of RRS G4.
- 6.2 An unrated boat shall advise the Race Committee of any sails carried other than would be carried in a usual inventory for that type of boat.
- 6.3 Two spinnaker poles may be used when two jibs are set for heavy weather running provided neither a mainsail nor spinnaker is also set (this changes RRS 55.2 and 55.3).

7. Radio Schedules

- 7.1 Boats shall maintain a continuous listening watch on VHF Channel 16 for the duration of the race.
- 7.2 The Race Committee will monitor VHF Channel 72 for the duration of the race.

8. Flag Signals

- 8.1 Visual signals will be in accordance with RRS 26 using the flags illustrated in the RRS – Race Signals (referred to as IC Flags).
- 8.2 Courses and bearings will be displayed by either Course Boards or IC Flags.

9. Courses

- 9.1 Boats are to proceed to all marks named in these courses in the order shown and are to round each mark on the specified side.

- 9.2 Any course may be shortened in accordance with RRS 32.

9.3 **Course Descriptions:**

<u>Standard Offshore Courses</u>			
	START	MARKS	FINISH
1	(Div 1) NSI - (Div 2) NSI -	LB - B(p) - A1(p) - B(p) - A1(p) - B(p) - LB - B(p) - A1(p) - B(p) -	WB WB
	Magnetic Bearings: A1 to B will be displayed by the CV		
2	(Div 1) NSI - (Div 2) NSI -	LB - B(p) - C(p) - A1(p) - B(p) - A1(p) - B(p) - LB - B(p) - C(p) - A1(p) - B(p) -	WB WB
	Magnetic Bearings: A1 to B will be displayed by the CV		
3	(Div 1) NSI - (Div 2) NSI -	LB - B(p) - A3(p) - B(p) - A3(p) - B(p) - LB - B(p) - A3(p) - B(p) -	WB WB
	Magnetic Bearings: A3 to B will be displayed by the CV.		
4	(Div 1) NSI - (Div 2) NSI -	LB - B(p) - C(p) - A3(p) - B(p) - A3(p) - B(p) - LB - B(p) - C(p) - A3(p) - B(p) -	WB WB
	Magnetic Bearings: A3 to B will be displayed by the CV		
5	(Div 1) NSI - (Div 2) NSI -	LB - D(p) - A1(p) - D(p) - A1(p) - D(p) - LB - D(p) - A1(p) - D(p) -	WB WB
	Magnetic Bearings: A1 to D will be displayed by the CV		
6	Botany Bay Course		
	START	MARKS	FINISH
	(Div 1 & 2) NSI -	LB - BBLM -	WB
7	Alternate Harbour Course		
	START	MARKS	FINISH
	(Div 1 & 2) NSI -	MW - ME - SIM - CP - CI - MW - ME -	WB

- 9.4 In a Course Description, the designation (s) or (p) indicates the mark is to be rounded to starboard or port. **All marks are to be rounded to starboard unless otherwise stated.**

10. Marks

- 10.1 An AS mark mentioned in this instruction may be a yellow spherical, cylindrical or spar-shaped buoy and can be replaced with a different mark without warning.

10.2 **Mark Descriptions:**

All positions and distances are approximate. See inside back cover chart for approximate positions.

- A1** LM at Lat 33⁰49.5'S Long 151⁰19.5'E
(1.2nm east of North Head)
- A3** LM at Lat 33⁰51'S Long 151⁰18.5'E
(1.1nm east of Macquarie Light)
- B** LM 2nm to windward of A1 or A3
- BBLM** Orange inflatable mark at 34⁰00'S 151⁰16.3'E
(1.1nm east of Cape Banks)
- C** LM to port of the course axis to form an apex of a triangle with distances from BC and AC or DC and AC of 1.4nm each leg
- CI** Clarke Island
- CP** AS mark 200m west of Flagstaff on Cannae Point
- D** LM 2nm to leeward of A1
- LB** Red port lateral mark at Lat 33⁰50.09 'S Long 151⁰16.50'E
(0.2nm west of Inner South Head) (Please note LB is a passing mark, not a rounding mark. Boats are to leave LB to starboard before proceeding to the next mark)
- LM** CYCA yellow or orange inflatable laid mark 1.8m high
- ME** AS mark at Manly East
- MW** AS mark 200m west of ME
- SIM** AS mark SE of Shark Island (The area between the Shark Island AS Mark (SIM) and Shark Island is a continuing obstruction and no boat shall pass between them.)

11. **Start Line**

- 11.1 The Start Line will be between the flag mast on the CV displaying an orange flag at the starboard end and a LM at the port end. The CV will also display a white flag with "CYCA" in black (or if started by MHYC or RSYS, the corresponding club burgee).
- 11.2 An inner distance mark (IDM) may be laid. When laid, a boat shall leave the IDM to starboard when starting. No boat shall pass between the IDM and the CV from the course side of the Start Line after the first Preparatory Signal.
- 11.3 All races will be started at NSI unless directed on the water by the CV to an alternative starting area (refer to RRS 'Race Signals' IC Flag "L").
- 11.4 The Start Line will be identified as follows:
NSI Near Shark Island

12. **The Start and Start Signals**

- 12.1 Boats shall report to the Committee Vessel prior to the Warning Signal on starboard tack with mainsail hoisted to confirm its intention to race. Boats that cannot be identified may be scored DNS.

- 12.2 The time of the first Start Signal, unless amended by the List of Entries, will be in accordance with the Racing Calendar.
- 12.3 Start Divisions will be identified numerically, and the Short Haul Division will start as Division 4.
- 12.4 Start Signals will be made in accordance with RRS 26.
- 12.5 The Class Flags will be:
 Division 1 – Numeral pennant 1
 Division 2 – Numeral pennant 2
 Division 4 (Short Haul) – Numeral pennant 4
- 12.6 The Warning Signal for each succeeding class shall be made with or after the Start Signal of the preceding class.
- 12.7 A boat may use prohibited propulsion after its Preparatory Signal to arrive at the Start Line, provided it shall cease using such propulsion 100 metres from the Start Line. It shall then immediately carry out a 360 degree turn while keeping clear of all other boats and, if the Start Signal has been made, start. (Refer to paragraph 15.2 in the General Conditions of Racing of this Sailing Program.)
- 12.8 A boat shall not start later than 10 minutes after its Start Signal.
- 12.9 When there is more than one Start Division, a boat shall not approach closer than 100 metres to the Start Line until its Preparatory Signal has been made.
- 13. Recalls**
- 13.1 Individual Recalls will be made in accordance with RRS 29.1. The sail number of the recalled boat may be announced on Race Frequency VHF Channel 72 (this changes RRS 29.1).
- 13.2 General Recalls will be made in accordance with RRS 29.2. The words “General Recall” may be announced several times on Race Frequency VHF Channel 72 (this changes RRS 29.2).
- 14. Change of Course after the Start**
- 14.1 The Course Axis may be changed due to a significant wind shift. The course change will be signalled in accordance with RRS 33. The new mark will be a laid mark identified by a black band.
- 15. Shortened Course**
- 15.1 If IC Flag “S” is displayed on or near the mark designated, then a boat shall round/pass the mark as required (looping not necessary) and proceed directly to the Finish. No sound signals will be made at the mark (this changes RRS 32.2).
- 15.2 If IC Flag “S” and a blue flag are displayed on a CV near a rounding mark of the course, then boats shall finish by passing between the CV and the nearby mark of the course (RRS 32 and RRS ‘Race Signals’ refers).
- 16. Abandoned Races**
- 16.1 Races postponed or abandoned to another day may be resailed on any course at the discretion of the Race Committee. The Race Committee may run back-to-back races on the one day. Timely notice of the date of the resail will be posted on the Official Notice Board and the CYCA website.
- 17. The Finish and Finish Lines**
- 17.1 INSHORE: The Finish Line will be between the flag mast of the CV displaying a blue flag and a LM at the port end. The CV will also display a white flag with “CYCA” in black (or if finished by MHYC or RSYS, the corresponding club burgee).

17.2 OFFSHORE: Races may be finished offshore in accordance with SI 15.2.

17.3 The position of the Finish Line will be designated as follows:

WB In the vicinity of the entrance to Watsons Bay. When the CV is not on station, the Finish Line shall be the easterly extension of the transit of the Western Channel Pile Light and the Eastern Channel Pile Light. The Eastern Channel Pile Light is to be passed to starboard.

18. Time Limit

18.1 The Time Limit shall be six hours after the Start Signal of a boat's Start Division or at 1800 hours, whichever is longer.

18.2 A boat that fails to finish within the Time Limit and meets the requirements of paragraph 13.4 of the General Conditions of Racing of this Sailing Program shall be scored TLE.

19. Boats Retiring

19.1 A boat that retires shall notify the CV or the Sailing Office of the club conducting the race of its retirement, as soon as possible by whatever means is available. If Search and Rescue operations are unnecessarily instituted due to the boat failing to make timely contact, the boat 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 69.2.

20. Protests

20.1 Protests shall be lodged with the conducting club by 1000 hours on the first working day following the race.

20.2 A protest may be lodged at the CYCA Sailing Office or if closed protests may be lodged on the prescribed form to email – sailingoffice@cyca.com.au

20.3 There is no time limit on protests by the Race Committee, Technical Committee or the Protest Committee.

20.4 Notices of protests will be posted on the official notice board with the order of hearing.

20.5 Protests will be scheduled to be heard at the appropriate club at 1900 hours on the Thursday following the race. A postponement of the hearing from that date will only be granted in exceptional circumstances.

21. Penalties

21.1 RRS 44.2 Two-Turns Penalty applies for breaking a Rule of RRS Part 2 and RRS 44.3 Scoring Penalty for breaking any other Rule.

21.2 Instead of disqualification, the Protest Committee may at its absolute discretion, impose the following percentage penalties for each incident:

- a) an infringement of RRS Part 2 – not less than two or more than ten places;
- b) an infringement of any other Rule or Instruction, at the discretion of the Protest Committee – not less than two or more than five places;
- c) a boat penalised after a hearing which failed to lodge a Declaration (refer General Conditions of Racing Clause 15.2 of this Sailing Program) – three places in addition to any other penalty.

21.3 A boat penalised which is competing in more than one division shall have the percentage penalty and adjustment of points applied to each of its racing divisions independently and separately.

22. Declarations

- 22.1 Declarations may be lodged online through the CYCA website (https://cycaforms.seamlessdocs.com/f/General_Race_Declaration) in accordance with paragraph 15.2 of the General Conditions of Racing of this Sailing Program.

23. Scoring and Pointscores

- 23.1 Scoring will be in accordance with paragraph 13 of the General Conditions of Racing of this Sailing Program.

- 23.2 Short Ocean Pointscore being those races designated SO in the Racing Calendar:

a) PHS and IRC Pointscores will be conducted.

23.3 Season Pointscore

- a) A boat shall enter by race 3 to be eligible for the Season Pointscore.
b) If 9 or more races are completed in the Season Pointscore a boat's highest 3 scores shall be discarded.
c) If 7 to 8 races are completed in the Season Pointscore a boat's highest 2 scores shall be discarded.
d) If 5 to 6 or more races are completed in the Season Pointscore a boat's highest score shall be discarded.
e) If fewer than 5 races are completed in the Season Pointscore a boat's series score will be the total of her race scores.

23.4 Spring Pointscore

- a) All boats entered in the Season Pointscore shall be automatically entered in the Spring Pointscore, all other boats shall enter by race 2 to be eligible for the Spring Pointscore.
b) If 4 to 5 races are completed in the Spring Pointscore a boat's highest score shall be discarded.
c) If fewer than 4 races are completed in the Spring Pointscore a boat's series score will be the total of her race scores.

23.5 Autumn Pointscore

- a) All boats entered in the Season Pointscore shall be automatically entered in the Autumn Pointscore, all other boats shall enter by race 6 to be eligible for the Autumn Pointscore.
b) If 4 to 5 races are completed in the Autumn Pointscore a boat's highest score shall be discarded.
c) If fewer than 4 races are completed in the Autumn Pointscore a boat's series score will be the total of her race scores.

24. Prizes

- 24.1 Prizes will be awarded in accordance with paragraph 18 of the General Conditions of Racing of this Sailing Program.

SAILING INSTRUCTIONS

CLUB MARINE SHORT HAUL POINTSCORE

1. Rules

- 1.1 Rules will be as per paragraph 1.1 of the General Conditions of Racing in this Sailing Program.

2. Responsibilities

- 2.1 All those taking part in CYCA races do so at their own risk and responsibility. Special attention is drawn to RRS Fundamental Rule 3, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone."
- 2.2 The CYCA or any sponsor is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 2.3 The CYCA or any sponsor is not responsible for any damage or injury either ashore, afloat or at sea either to persons or boats which might participate in the race. It is recommended that boats should have adequate insurance cover.

3. Schedule of Races

- 3.1 Races are scheduled in the Racing Calendar of this Sailing Program.

4. Entry

- 4.1 The following shall be supplied to the Sailing Office no later than 1200 hours on the **Thursday** prior to the race:
- a) Completed Entry (made online through the CYCA website www.cyca.com.au);
 - b) AS Special Regulations Equipment Audit Form for Race Category 4 or higher category;
 - c) Current Rating Certificate (if applicable); and
 - d) Entry Fee
- 4.2 A boat that does not meet the requirements for SI 4.1 may be scored DNC in that race (this changes RRS 78.2)
- 4.3 The Club will post on the official notice board a final list of entries including handicaps, amendments to SIs and other relevant information prior to the race. Copies will be available ashore on request.

5. Crew Limitations

- 5.1 The minimum number of crew shall be three, two of whom shall be a minimum age of 18 years.
- 5.2 The Race Committee may, at its absolute discretion, give a dispensation from the age limitation for members of the CYCA Youth Sailing Academy.
- 5.3 The number of people on board shall not exceed the maximum crew number specified on a boat's Equipment Audit Form. Boats that do not comply with this safety requirement may be subject to protest by the race committee.

6. Sails

- 6.1 A boat shall comply with RRS 77 and Appendix G. This SI is the warning and the opportunity to correct in the terms of RRS G4.
- 6.2 An unrated boat shall advise the Race Committee of any sails carried other than would be carried in a usual inventory for that type of boat.
- 6.3 Only a mainsail and headsails as defined in RRS 55.4 shall be used. Headsails shall not be set flying. No sail shall be set forward of a point of attachment of the permanent forestay.