



Sailing Instructions

Sydney, Australia

28 July 2018



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race

Organised by the Cruising Yacht Club of Australia (ABN 28 000 116 423)
With the cooperation of the Southport Yacht Club

AMENDMENTS TO THE SAILING INSTRUCTIONS

For the use of competitors. Please list any amendments issued by the Race Committee here for easy reference.

Amendment No.	Sections Changed	General Note

1 RULES

1.1 General

The race will be governed by the current versions of:

- the *rules*, as defined in the Racing Rules of Sailing 2017-2020 (“**RRS**”) of World Sailing;
- the IRC 2018 Rules Parts 1, 2 and 3;
- the ORC Rules and Regulations 2017;
- the International Measurement System (“**IMS**”) Rules and Regulations 2018;
- the rules and regulations of each One Design Class for which there is an eligible boat entered in the race;
- the prescriptions and special regulations of Australian Sailing (“**Special Regulations**”);
- the Notice of Race (“**NoR**”),

except as any of these are modified by or inconsistent with these Sailing Instructions, and by these Sailing Instructions (“**SI**”).

1.2 International Regulations

Whilst a boat in the Cruising Division is operating under its engine the relevant parts of the International Regulations for Preventing Collisions at Sea will replace the rules of RRS, part 2 in their application to that boat.

1.3 Organising Authority

The Organising Authority is the Cruising Yacht Club of Australia (CYCA).

2 BRIEFINGS

2.1 Compulsory Race Briefing

The race briefing will be held at 1800 hours on 26 July 2018 at the Cruising Yacht Club of Australia, located at 1 New Beach Road, Darling Point, NSW.

2.2 Compulsory Weather Briefing

The weather briefing will be held at 0830 hours on 28 July 2018 at the CYCA.

2.3 Attendance requirements

Details of the attendance requirements are set out in NoR 10. A boat failing to comply with these requirements will not be eligible to start and will be scored DNC.

3 NOTICES TO COMPETITORS

3.1 Notices to competitors will be posted on the official notice board located in the temporary clubhouse at the CYCA. Copies may also be placed on the notice board on the ground floor of the Southport Yacht Club clubhouse.

4 CHANGES TO SAILING INSTRUCTIONS

4.1 Changes to these SIs, if any, shall be made in accordance with RRS 90.2(c), and changes will be posted not later than four hours prior to the starting signal.

5 RACE COMMITTEE

The Race Committee comprises:

Tim Cox AM RANR (Chairman), David Jordan, Sam Hughes, David Kellett and Simon Turpin.

6 NATIONAL JURY

The Organising Authority has appointed a National Jury in accordance with RRS Addendum A.

The members of the National Jury are Rosemary Collins IJ (QLD) (Chairman), Rob Ware NJ (VIC) Andrew Baglin SJ (QLD).

7 TIME OF START

1300 hours on 28 July 2018.

The Warning Signal will be displayed at 1250 hours.

8 LENGTH OF COURSE

Approximately 384 nautical miles.

9 RESPONSIBILITY

9.1 Responsibility

All those taking part in the race do so at their own risk and responsibility. The Organising Authority, Noakes Group and their respective officers, employees, volunteers and members, accept no liability for any injury, loss or damage that may be suffered by any competitor.

Specific attention is drawn to 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"

9.2 International Convention for the Safety of Life at Sea

It is accepted as the normal practice of seamen, indeed there is an obligation upon masters, that they render every assistance within their power in cases where a person or persons are in distress at sea. These obligations are set out in regulation V/10 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974).

9.3 International Aeronautical and Maritime Search & Rescue Manual Vol. III

A boat is required to comply with International Aeronautical and Maritime Search & Rescue Manual Vol. III upon receiving a Distress Call.

The Immediate Action required by IAMSAR Vol. III is:

- (a) Acknowledge receipt and, if appropriate, re-transmit the distress message;
- (b) Take an immediate magnetic compass bearing to the boat in distress (if practicable);
- (c) Communicate the following information to the boat in distress:
 - (i) Identity
 - (ii) Position
 - (iii) Estimated Time of Arrival (E.T.A.);
 - (iv) When available, magnetic bearing to the boat in distress;
- (d) Maintain a continuous listening watch on distress frequencies;
- (e) Post extra lookout if in the vicinity; and
- (f) Relay Distress Message to a Marine Rescue Unit and rescue coordination control and update as necessary.

10 FLAGS AND DECALS ON BOATS

10.1 A special Backstay Flag, may be provided to each boat at or prior to the race briefing. The flag shall be flown at a height of 2m from the working deck on the backstay or port/starboard mizzen shroud of each boat from the time the boat approaches the manoeuvring area until the boat finishes the race.

10.2 Except for under RRS 44.3 or 61.1 and National Flags, Club Flags or Race Flags, NO OTHER FLAG shall be displayed by a boat after the Warning Signal until the boat finishes.

10.3 Bow decals

Bow decals supplied by the Organising Authority shall be displayed by each boat as supplied and in the manner required by the Organising Authority from 0700 hours on 28 July 2018 until 1200 hours on 1 August 2018.

11 OTHER CHANGES TO CLASS RULES, RRS AND SPECIAL REGULATIONS

11.1 Changes to IRC Rules

- IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
- IRC Rules 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.
- IRC Rule 22.4: The maximum total weight of crew in kilograms that may sail aboard a boat shall not exceed the crew number printed on her certificate multiplied by 85.

11.2 Changes to ORC Rules

Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat that is also entered in the IRC division may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under IRC Rule 21.6.1.

11.3 Changes to RRS

- RRS 41: Whilst racing a boat may retrieve data from the standings pages of the event website or from <http://goldcoast.cyca.com.au/standings/lite> and or retrieve data from the text-based feeds provided at <http://yb.tl/Links/sgcr2018> 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 customized 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. Amends RRS 41(c).
- RRS 42: A boat in the Cruising Division may use its engine from two hours after its starting signal. That use must cease prior to the boat finishing. Engine hours and miles covered under engine, must be logged.
- RRS 51: A boat with movable or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.
- RRS 52: RRS 52 does not apply to:
 - the adjustment and operation of sails or the adjustment of movable appendages on any boat; or
 - any boat in the Cruising Division.
- RRS 61.3: There is no time limit on protests by the Race Committee or the National Jury. No other protests may be delivered after 1100 hours on 1 August 2018 except when seeking redress. In that event, the time limit will be six hours after the protesting boat finishes. The National Jury may not extend the time for delivery of a protest lodged under the provisions of this clause.
- RRS 78.2: Valid rating/class certificates shall be produced by the due date specified in the NoR.

11.4 Changes to Special Regulations

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 entry documentation.

Special Regulation 3.24.5 (c): The minimum amount of engine fuel that shall be carried at the start of the race shall be at least Litres = LWL(metres)/0.2.

Special Regulation 3.25.1(d): All boats shall carry on board a satellite phone. The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery.

Special Regulation 4.09(b): All boats shall carry an AIS Transponder.

12 SAIL INVENTORY

12.1 Spare mainsail

A boat is permitted to carry on board a spare mainsail which may be used only as a bona fide replacement for a mainsail that is damaged in the race, and not for the purpose of improved performance (such as for varying weather conditions or points of sailing). A boat that uses that replacement mainsail shall lodge a declaration setting out the reason for its use in accordance with SI 25.1 and 25.2 and may be required to make the damaged mainsail available for inspection by the Race Committee (amends IRC Rule 21.1.5(e) and ORC Rule 206.1). See also SI 11.2.

12.2 Chartered boats

A chartered boat may carry national letters or sail numbers in contravention of its class rules (refer RRS Appendix G, Rule G3).

13 REPORTING AT START

13.1 Boats intending to start shall report to the race officials on the Race Committee signal vessel (a boat displaying a white flag with black 'CYCA' lettering at the eastern end of the start line). The boat shall have its trysail (or main that can be reefed to reduce luff by 50%) and storm jib set until acknowledged by race officials.

The boat shall hail its sail number and the number of persons on board until acknowledged by race officials aboard the race committee vessel.

13.2 A boat that is delayed may start within the start time limit (refer SI 24.1 and SI 14.4). The Race Committee signal vessel will remain on station on the start line until all boats have started or the starting time limit has expired, whichever occurs first.

14 START LINE

14.1 The start line will be between the mast of the Race Committee signal vessel (a boat displaying a white flag with black 'CYCA' lettering anchored in the vicinity of Steele Point) and a large inflatable buoy marking the western limit of the start line.

14.2 At the eastern end of the start line, a starting limit mark (an inflatable buoy) will be moored in the vicinity of, but not necessarily on, the start line. When starting, boats shall leave the starting limit mark to starboard.

14.3 The "I Flag Rule" (RRS 30.1) will apply from the One Minute Signal. When any part of a boat's hull, crew or equipment is on the course side of the start line or its extensions during the 1 minute before the starting signal, the boat shall return to the pre-start side of the start line around either starting limit mark, and start (amends RRS 30.1).

14.4 For the purposes of SI 13.2, the eastern end of the start line will be the starting limit mark described in SI 14.2.

15 START SIGNALS

15.1 Visual signals will be made from the Race Committee signal vessel as described in SI 14.1. Sound signals may be made by a cannon situated on a VIP Vessel located to the North of the start line. An air horn may be used if the cannon misfires.

15.2 The Class Flag will be International Code Flag "W" (amends RRS 26).

15.3 The start signals will be as follows (amends RRS 26):

Warning Signal: Ten minutes before the start of the race the Class Flag will be displayed and a sound signal will be made.

Preparatory Signal: Five minutes before the start, International Code Flag "P" will be displayed and a sound signal will be made.

One Minute Signal: One minute before the start, International Code Flag "I" will be displayed and a sound signal will be made.

Starting Signal: At the start all flags will be removed and a sound signal will be made.

16 RECALLS

- 16.1 Individual recalls will be signalled in accordance with RRS 29.1 from the Race Committee signal vessel on the start line. A sound signal may be made (amends RRS 29.1).
- 16.2 A boat subject to recall shall pass on the course side of and around either of the starting limit marks and start (in accordance with RRS 30.1).
- 16.3 A boat subject to recall may be identified by the Principal Race Officer on VHF 72 APPROXIMATELY FIVE MINUTES AFTER THE START SIGNAL.
- 16.4 THERE WILL BE NO GENERAL RECALL.

17 COURSE

Start (SI 14) – LB – Finish (SI 23)

18 MARKS

LB - Red port lateral mark at Lat 33°50.09'S Long 151°16.5'E
(0.2nm west of Inner South Head) (Please note LB is a passing mark, not a rounding mark. Boats are to pass LB to starboard before proceeding to the next mark)

19 RULE INFRINGEMENTS

(Amends RRS 44, 63.1 and 64)

- 19.1 The National Jury may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule or sailing instruction, in accordance with SI 20.

20 ALTERNATIVES PENALTIES

(Amends RRS 44, 63.1 and 64)

20.1 Before Clearing Sydney Heads

- (a) For an infringement of Part 2 of the RRS that occurs after the Preparatory Signal and prior to the boat clearing Sydney Heads, the Two-Turns Penalty under RRS 44.2 shall apply.
- (b) A boat which is found after a protest hearing to have infringed Part 2 of the RRS after the Preparatory Signal and prior to the boat clearing Sydney Heads shall receive a time penalty of not less than 5 minutes added to the boat's elapsed time.
- (c) A boat that is a premature starter and fails to return and start shall receive a scoring penalty of 30%.
- (d) A boat that complies with SI 20.1(a) shall, in addition to completing the declaration as required under SI 25, notify JBW when reporting its position at the first scheduled Radio Position Report (1905 hours on 28 July 2018).
- (e) Sydney Heads is the area west of an imaginary line drawn between the Hornby Light on South Head and the eastern extremity of North Head.

20.2 After Clearing Sydney Heads

- (a) After a boat has cleared Sydney Heads, the Scoring Penalties of RRS 44.3 shall apply for an infringement of RRS Part 2 or these SIs.
- (b) A boat which is found after a protest hearing to have infringed RRS Part 2 after clearing Sydney Heads shall receive as a minimum a scoring penalty of 30%.
- (c) A boat which fails to meet the requirements of SI 25 (Declarations) shall receive a scoring penalty of up to 15% applied by the Race Committee without a hearing (Amends RRS 63.1).

- 20.3 Where a penalty is not specified the National Jury may at their discretion impose a scoring penalty up to 40% in lieu of disqualification.
- 20.4 The National Jury may, at its discretion, disqualify a boat that causes serious damage or injury to another boat or its crew or for an infringement of RRS 69.1
- 20.5 All penalties, unless otherwise specified, shall be computed as a percentage of the number of entries to the nearest whole number (rounding 0.5 upwards) in each Handicap Category or Division.

21 APPLICATION OF PENALTIES (Amends RRS 44.3(c))

- 21.1 A boat infringing in more than one incident shall receive a separate penalty for each infringement.
- 21.2 Placings will be awarded after the imposition of penalties or granting of redress.
- 21.3 The imposition of penalties will affect the placings of other boats, which shall be advanced to fill all preceding places vacated by penalised boats, subject to tied, elapsed or line honours results. If two or more boats share the same placing after the application of penalties, the boat(s) with the least or no penalty shall be placed above the boat(s) with the greatest penalty.
- 21.4 The Race Committee may impose a penalty on a boat without a hearing in respect of any rule infringements disclosed by the boat in its declaration, except that the boat shall be entitled to a hearing when it satisfies the National Jury that an error may have been made.

22 TEMPORARY DISCONTINUANCE FROM RACING

(Amends RRS 41, 42.1 and 45)

- 22.1 A boat after starting may use its engine to assist with:
- taking shelter from extreme weather; or
 - disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
 - attempting repairs being undertaken on board.

This SI 22.1 applies to a boat in the Cruising Division during the first two hours after its starting signal.

- 22.2 For the purpose of SI 22.1(c), mechanical propulsion may be used only to assist with berthing or anchoring.
- 22.3 Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. NO outside assistance shall be accepted by the boat or the crew other than as provided in RRS 41.
- 22.4 A boat complying with RRS 1.1 (except as to its own crew), which sustains damage or depletes its stores, 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.
- 22.5 For the purpose of this SI 22 a boat's elapsed time shall continue to accrue, except that the time taken under SI 22.4 may be included for the purposes of RRS 62.

23 FINISH LINE

Refer Chart AUS 814

- 23.1 The finish line will be the transit of a laser beam from Deville Apartments (approximate position: 27° 58.51' S – 153° 25.69'E) (directly west of Southport Surf Life Saving Club) at an approximate bearing of 065° magnetic.
- 23.2 Inner and outer limits of the finish line shall be laid marks at these approximate positions: Seamark (outer limit) 27° 58.31' S – 153° 26.56'E, Inshore Mark (inner limit) 27° 58.30' S – 153° 26.40'E. Both marks may be fitted with low power strobe lights at night. Yachts shall pass between these marks from South to North when finishing.
- 23.3 Boats finishing at night are required to illuminate their sail number on the port side, and shall report by radio as described in the Radio Instructions.
- 23.4 After crossing the finish line boats shall proceed through the Gold Coast Seaway entrance to the Southport Yacht Club, and await the arrival of an escort vessel off the western end of the SYC marina.

24 TIME LIMITS

- 24.1 A boat shall not start later than four hours after the Start Signal.
- 24.2 There shall be no finish time limit for the race.
- 24.3 After 1300 hours on 1 August 2018 the finish line may not be manned. A boat finishing after this time shall record its own finishing time and lodge a declaration, unless its finish is acknowledged by the finish box.

25 DECLARATIONS

(Amends RRS 63.1)

25.1 All competitors shall lodge a declaration online through the race website (<http://cycaforms.seamlessdocs.com/f/CYCADeclform>), within six hours of the finishing time of the boat confirming their compliance or non-compliance with the SI's and RRS. **A boat will receive a submission receipt to the email address nominated in the declaration form. Should you not receive such confirmation the declaration is to be resubmitted.**

25.2 The following circumstances shall be noted:

- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or
- (b) the boat has taken the benefit of SI 22; or
- (c) the boat has taken a 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 under SI 24.3; or
- (f) the boat uses a bona fide replacement for a damaged mainsail under SI 12.1; or
- (g) Compliance with the SI's and RRS

25.3 A boat in the Cruising Division shall lodge a Cruising Division Declaration in the prescribed form after finishing. A boat that fails to do so will be scored zero points.

26 PROTESTS AND REQUESTS FOR REDRESS (Amends RRS 61 and 62)

26.1 Protests shall be in accordance with RRS 61.

26.2 Protests concerning eligibility of a boat shall be lodged at the CYCA Sailing Office within two hours of the conclusion of the Race Briefing.

26.3 Protests or requests for redress by boats arising from the Race shall be lodged at the Southport Yacht Club Clubhouse within six hours of the finishing time of the protesting boat. If the office is closed at the expiry of that time, the protest or request for redress shall be lodged by 1100 hours on the following morning.

26.4 The Race Committee will, within six hours of receipt of a protest, post the time and place of hearing and a copy of the protest form on the Official Notice Board. This shall be compliance with, and notification to the parties under, RRS 63.2.

26.5 The National Jury shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).

26.6 The Southport Yacht Club office hours will be 0700 to 2100 hours on each day of the race.

26.7 There is no time limit on protests by the Race Committee or the National Jury. No other competitor protests may be delivered after 1100 hours on 1 August 2018 except when seeking redress. In that event, the time limit will be six hours after the protesting boat finishes. The National Jury may not extend the time for delivery of a protest lodged under the provisions of this clause. (Amends RRS 61.3)

27 HANDICAP CATEGORIES AND DIVISIONS

The race will be conducted and scored in IRC, ORCi and PHS Handicap Categories and such One Design Classes as are selected by the Organising Authority under NoR 7, and the Cruising Division. The composition and allocation of boats into divisions in a handicap category will be determined by the Race Committee and shall not be subject to protest or grounds for redress (amends RRS 60.1 and 62.1(a)).

28 SCORING

28.1 IRC Handicap Category

Results will be decided by the application of the IRC Time Corrector (TCC), as printed on each boat's IRC Certificate, as a multiplier of elapsed time.

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

28.2 PHS Handicap Category

Results will be decided by the application of Time Correction Factors (TCFs) as a multiplier of elapsed time. A boat's TCF will be determined by the Race Committee or its nominee. The TCF shall not be subject to protest or dispute. The Race Committee may amend the TCF of a boat at any time prior to the Warning Signal where the Race Committee becomes aware of any changes to the boat that may affect its performance. (Amends RRS 60.1 and 62.1)

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

28.3 ORCi Handicap Category

Results will be decided by the application of the Time-on-Time Simplified Scoring Option, using the ToT Offshore rating as printed on each boat's ORCi Certificate, as a multiplier of elapsed time.

The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

28.4 One Design Handicap Category

Results will be decided based on elapsed times only. No handicap will be applied.

The boat with the lowest elapsed time (after application of scoring penalties, if any) will be scored first

28.5 Cruising Division

Prior to 0900 hours on 28 July 2018 a boat in the Cruising Division may nominate predicted dates and times at which it will first pass through latitude gates of 32^o, 31^o, 30^o, and 29^o during the race, and its finish time.

A boat will receive 20 points for first passing through the specified latitude or finishing on or within 1 hour of its nominated date and time, 10 points for doing so between 1 hour and on or within 2 hours of its nominated date and time and 5 points for doing so between 2 hours and on or within 4 hours of its nominated date and time.

A boat will also be awarded 20 points if it uses its engine for propulsion for less than 2 hours after starting, 10 points if it uses its engine for propulsion for 2 hours or more and less than 4 hours after starting, and 5 points if it uses its engine for propulsion for 4 hours or more and less than 10 hours after starting.

The Race Committee shall determine the times for each boat for the purposes of this SI 28.5. Its determinations shall not be subject to protest or grounds for redress (amends RRS 60.1 and 62.1).

The boat with the highest number of points (after application of scoring penalties, if any) will be scored first.

29 RESULTS

Provisional and final results will be displayed on the official notice board at the Southport Yacht Club as soon as practicable following computation.

During the race progressive standings may be published by the Race Committee and on the event website (<http://goldcoast.cyca.com.au>). Any progressive standings that are published will have no bearing on, nor affect, the final results and will not form the basis of a protest or constitute grounds for redress (amends RRS 60.1 and 62.1).

30 TROPHIES

Trophies and prizes will be awarded as appropriate to the number of Handicap Categories and Divisions.

A presentation of trophies and prizes will take place at a time and place to be advised at the completion of the race.

31 INSPECTION AND INFORMATION

31.1 Boats shall be made available for spot inspections by the Race Committee or its nominee at any time up until 12 hours after the boats finish time.

32 MEDIA RIGHTS AND RESTRICTIONS

32.1 Conditions of entry

Any breach of the conditions in NoR 14, including of any permission granted under NoR 14, may be subject to a report under RRS 60.2(c) requesting action under 69.1.

32.2 Skippers and crew members of boats may speak to, and provide material to, members of any media prior to, during and after the race, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to:

- any comments and material supplied not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the National Jury, or the measurers.;
- no reference shall be made during such a commentary to boats in distress, urgency or emergency or wreckage sightings;
- all information given shall be accurate (i.e. no deliberately false sightings or positions may be reported);
- the skipper of the boat from which a commentary is broadcast shall be responsible for the detail and retain the text of the broadcast, and the boat may be protested should it be considered that the terms of this rule have been breached.

The approval in this SI 32.2 may be revoked by the Race Committee at any time with respect to any boat.

32.3 The National Jury may impose a penalty at their discretion, depending upon their judgment of the seriousness of the infringement, should they find that SI 32.2 has been breached.

33 ADVERTISING

A boat shall comply with the advertising requirements of NoR 11 when racing.

All boats shall carry and operate a tracking unit supplied by the Organising Authority, as contemplated by NoR 11.2.

RADIO INSTRUCTIONS

34 RADIO RELAY STATION

- 34.1 The motor vessel "JBW" will be the Radio Relay Vessel. "JBW" will conduct radio skeds for position reports and monitor the race frequencies.
- 34.2 References in these radio instructions to "JBW" include CYCA Race Control when conducting Radio Skeds and in the case of a radio failure or other similar scenario with "JBW".
- 34.3 "JBW" will assist boats in distress by relaying traffic to the appropriate authorities. "JBW" is not intended to relay private messages, except when deemed necessary and under RRS 1.1 Rendering Assistance.
- 34.4 Boats are reminded of their obligations under Section 11, Distress Communication, of the Marine Radio Operators Handbook.

35 RADIO TRANSMISSIONS

- 35.1 The race frequency for all traffic, except recalls (SI 16) and the additional reports under SI 39, will be 4483 kHz unless otherwise directed by "JBW".
- 35.2 For unscheduled race traffic, boats should call "JBW" on 4483kHz.
- 35.3 "JBW" will maintain a continuous listening watch on 4483kHz and VHF Channel 16 at all times.
- 35.4 **Southport Finish Line will maintain a listening watch on VHF 72 ONLY.**
- 35.5 **All boats shall maintain a continuous listening watch on VHF Channel 16 for the duration of their race.**
- 35.6 **All boats shall report wind strength and wave heights to "JBW" when the wind strength exceeds 40 knots, unless otherwise instructed by "JBW".**
- 35.7 Should a boat experience HF radio difficulties, every effort shall be made to contact either "JBW" or another boat on VHF Channel 16 to report the boat's position.
- 35.8 All boats shall report their positions in accordance with SI 36. **Failure to comply on HF radio without reasonable cause will result in the imposition of a penalty as below at the discretion of the race committee having regard to the circumstances** (amends RRS 60.2)

Position Report on HF missed	Penalty Imposed
1 st position report missed	20 minutes added to elapsed time
Each successive position report missed	40 minutes added to elapsed time

i.e a boat that misses 4 skeds on HF radio without reasonable cause during the race may receive a time penalty of 140 minutes added to the boats elapsed time.

- 35.9 **A boat that fails to report her position at three consecutive skeds by any means will be scored DNF without a hearing (amends RRS 63.1).**
- 35.10 All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boat's log, or in a separate radio log.

36 POSITION REPORT SCHEDULES

36.1 Daily position reports will be conducted on 4483 kHz as follows:-

- at 1905 hours on 28 July 2018
- at 0005 , 0705 and 1505 on each subsequent day

and at other times as may be advised by "JBW". A weather report may be issued at this time.

36.2 The position report routine will be as follows:

- (a) "JBW" will commence transmission on 4483 kHz two minutes prior to the sked time with a long tuning call. All boats shall tune their radios during this period and not during the schedule.
- (b) Each boat when called shall make a Position Report on 4483 as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 0000, 0700, and 1500, as appropriate, on each day (not at the time of reporting).
If the position is copied, the boat name and its position will be repeated and the next boat called without a break in transmission.
- (c) If "JBW" does not repeat the position, or if the repeated position is incorrect, boats affected shall stand by.
- (d) At the completion of the radio sked "JBW" will call for relay of any missed reports. Boats with outstanding position reports will then be called by "JBW", followed by calls from those boats which have had their position incorrectly recorded.
- (e) Boats that fail to call "JBW" at a position report schedule will be called by "JBW" at the next occurring position report schedule

36.3 RETIRED BOATS WILL BE CALLED BY "JBW" DURING THE SCHEDULES AND SHALL COMPLY WITH SI 40.

36.4 The Race Committee may require a boat on which a tracking unit referred to in NoR 11.2 fails or ceases to operate to establish a separate position reporting schedule with "JBW" on 4483kHz or VHF Channel 16, or by telephone to the Race Committee on 0419 288 323 A direction by the Race Committee under this 36.4 will apply to the boat to which it is directed whether or not the transmission is received and shall take immediate effect.

37 SEVERE WEATHER FORECASTS

37.1 Requests for and receipt of information regarding severe weather shall not be classed as an infringement of RRS 41.

38 INITIAL SEARCH PROCEDURES

38.1 "JBW" will initiate the following procedures in the case of a boat failing to respond for two successive skeds.

38.2 The routine will be as follows:

- (a) "JBW" will advise the fleet at the schedule and request all boats to maintain a listening watch on 4483 kHz and VHF 16, followed by 2524 kHz as directed by "JBW".
- (b) The boat will be called by name first on 4483 kHz, followed by 2524 kHz.
- (c) Boats to relay to "JBW" if necessary.
- (d) If there is no response from the called boat, "JBW" will ask the called boat to ignite a WHITE hand held flare.
- (e) The fleet shall maintain a 360° visual watch and report any sighting of flares.

38.3 A boat that:

- (a) is unable to transmit on either its HF or VHF radio for:
 - (i) a position report schedule (Refer SI 36); and
 - (ii) the succeeding position report schedule (refer SI 36);

Or

- (b) does not for any reason:
 - (i) receive a repeat of its position by "JBW", or
 - (ii) receive a confirmation that its position has been given to "JBW" by a relaying boat,at two consecutive skeds at which the boat should give its position, shall at the commencement time of the next occurring position report schedule ignite a white flare. Boats failing to comply may be subject to a report to the National Jury under RRS 60.2(c) requesting action under RRS 69.1(a).

39 ADDITIONAL REPORTS AFTER BOATS REACH POINT DANGER

- 39.1 "SOUTHPORT FINISH LINE" will maintain a continuous listening watch on VHF 72 from the time boats approach Point Danger until 1300 hours on 1 August 2018.
- 39.2 When Point Danger bears 270° magnetic each boat shall call "SOUTHPORT FINISH LINE" on VHF 72 and advise ETA at the finish (12.5 nautical miles).
- 39.3 Boats shall continue to comply with the instructions for position reporting until they have cleared the Finish Line.
- 39.4 Finishing Report – Boats shall report to "SOUTHPORT FINISH LINE" on VHF 72 immediately after clearing the Finish Line to receive their official finishing time and instructions on crossing the Gold Coast Seaway. Boats shall also report the number of persons aboard and the flying of a protest flag (if applicable) at this time. After 1300 hours on 1 August 2018 the finish line may not be manned. A boat finishing after this time shall record its own finish time and lodge a declaration.

40 BOATS RETIRING FROM THE RACE

- 40.1 A boat retiring from the race shall advise "JBW" at the first available opportunity, giving its position, reason for retirement, intended port of destination and ETA, together with any other relevant information.
- 40.2 "JBW" will call retired boats during position report schedules. A retired boat shall continue making position reports at each sked until arrival at its destination.
- 40.3 RETIRED BOATS SHALL:
(a) immediately notify the Local Port Organisation (Marine Rescue Unit, Volunteer Marine Rescue) on entry to their port of destination; and
(b) notify CYCA Race Control by telephone on 0419 288 323.
- 40.4 Boats failing to comply with this SI 40 may be subject to report to the National Jury under RRS 60.2 (c) requesting action under RRS 69.1.

41 EPIRBs

The crew of a boat shall be trained in the care and deployment of EPIRBs as per Marine Radio Operators Handbook, Sections 18 to 21 and in accordance with Special Regulation 5.05

APPENDIX 1

(INFORMATION AND MATTERS OF IMPORTANCE TO COMPETITORS, THOUGH NOT CLASSED AS SAILING INSTRUCTIONS)

1

PRE-RACE RADIO CHECK

It is recommended that all boats carry out pre-race radio checks with an appropriate station (i.e. long distance and on all required frequencies) within 24 hours of the race start.

2

BATTERY CHARGING

- 2.1 Batteries should be charged at least twice each day, especially those used for radio communication and preferably just prior to position report schedules.
- 2.2 Engine starting batteries should be isolated from other batteries.

3

RADIO PROCEDURES

- 3.1 Tune your transmitter well before commencement of the schedule. Tuning whilst the sked is in progress disrupts the transmission of other boats.
- 3.2 Be brief – “JBW” knows you are in South Latitude and East Longitude. The message "Firefly 34-16-151-17" gives all the position information required.
- 3.3 When called by “JBW”, come up promptly with your position report. Speak distinctly and give emphasis to separation between degrees and minutes of latitude and longitude.
- 3.4 If requested, advise the position of an unreported boat, such as "Seaspray is about one mile South-East of Firefly", but only if the other boat is positively identified.

4

SAFETY - SEARCH AND RESCUE (S.A.R.)

- 4.1 All boats shall familiarise their crews with S.A.R. procedures, which are set out in the Annual Summary Australian Notice to Mariners.
- 4.2 Refer to SI 38 as to the Radio Relay Station instituting INITIAL SEARCH procedures.
- 4.3 S.A.R. authorities will not usually express concern or initiate search and rescue proceedings unless a boat is CLEARLY OVERDUE, that is E.T.A. + 24 hours.
- 4.4 In the event of transmission difficulties, it is the responsibility of a boat to make every endeavour to make contact with another boat or coast station, and to report its position and situation by diverting from its course if necessary to make direct contact.
- 4.5 Boats must ensure that rescue authorities are not put to unnecessary procedures.

5

PORTS OF REFUGE

On approaching any coastal port, boats should call the Marine Rescue Unit (NSW) or Australian Volunteer Coast Guard Station/ Volunteer Marine Rescue (QLD) on 2524 kHz or VHF 16 seeking berthing directions.

6

BOATS RETURNING TO HOME PORTS

- 6.1 One or two position reports each day during the homeward voyage will avoid a lot of heartache and save countless phone calls to CYCA which will not normally have any information as to your movements.
- 6.2 Boats should contact a recognised Marine Rescue Unit at regular organised intervals to relay their position or logon to the Marine Rescue App and advise relatives of the contact numbers from which the position of the boat can be obtained.
- 6.3 RACING SKIPPERS ARE ESPECIALLY REQUESTED TO DRAW THE ATTENTION OF RETURN DELIVERY CREWS TO THIS RECOMMENDED PROCEDURE.

7. DISTRESS AND SAFETY COMMUNICATIONS

The Australian Maritime Safety Authority, through RRC AUSTRALIA, provides the following distress and safety communications:

- (1) Inmarsat
- (2) HF DSC monitoring on 4207.5, 6312, 8414.5, 12577, and 16804.5 kHz.
- (3) EPIRB satellite detection

Northern Territory and State Authorities provide a distress and safety monitoring service via the coast radio network on frequencies 4125, 6215 and 8291 kHz.

The coast radio network also broadcast navigation warnings on 8176 kHz as follows:

Station	Time
AMSA (for NSW)	1057, 2357
Coast Radio Melbourne	0857, 1257
Coast Radio Hobart	1557

Marine Rescue Units generally monitor VHF CH 16, 27.88 kHz and 2182 kHz during daylight hours. A 24 hour service is provided by some stations.

IMPORTANT

When entering and leaving ports, it is important to contact the Marine Rescue Unit (NSW) or Coast Guard Station/Volunteer Marine Rescue (QLD). The volunteers who maintain these stations are always pleased to pass on and receive messages whenever possible but cannot assist if they have no knowledge of a boat's whereabouts. Please take the time to inform them of your arrival and departure.

APPENDIX 2

Station	Area	AEST	Frequencies
BOM	Forecast for NSW	0130, 0530, 2130 0930, 1330, 1730	2201, 6507, 8176 and 12365 4426, 8176, 12365 and 16546
BOM	Forecast for SE QLD	0330, 1930, 2330 0730, 1130, 1530	2201, 6507, 8176 and 12365 4426, 8176, 12365 and 16546
BOM	Warnings for NSW and QLD	Every hour on the hour	2201, 6507, 8176 and 12365 (1800 to 0700 AEST) 4426, 8176, 12365 and 16546 (0700 to 1800 AEST)

Marine Rescue Units (VHF Ch 16) – Weather on request from the following stations:

- Sydney
- South Head
- Broken Bay
- Hawkesbury
- Norah Head
- Terrigal
- The Entrance
- Swansea
- Lake Macquarie
- Newcastle
- Port Stephens
- Forster
- Port Macquarie
- Trial Bay
- Coffs Harbour
- Iluka/Yamba
- Evans Head
- Ballina
- Cape Byron
- Kingscliff
- Point Danger
- Southport

CRUISING YACHT CLUB OF AUSTRALIA

Retirement Form

(TO BE SIGNED BY THE OWNER/CHARTERER OR HIS REPRESENTATIVE)

TO THE RACE COMMITTEE
NOAKES SYDNEY GOLD COAST YACHT RACE 2018

I HEREBY DECLARE that I am a member of the _____
(Name of Yacht Club):

and that I was on board and in charge of the boat: _____

design: _____ while sailing in the Noakes Sydney Gold Coast Yacht Race 2018.

Please provide a narrative account of the circumstances relative to your retirement, including approximate time, weather conditions, number of people on board and the reason for retirement. If structural or mechanical failure were the cause, please describe in detail. Describe any radio contacts (EPIRB as well) made and their responses. Describe injuries, if any. Was any gear deployed and not picked up? Any additional information you care to add such as attempts to repair, assistance rendered by other vessels etc would be appreciated:

Date: _____

Time: _____

Signed: _____ Print Name: _____
(Owner/Charterer/Skipper/Representative)

Witnessed: _____ Yacht Club: _____
(Crew Member)

Retirement Form Received
(Office Use)

Date: _____

Time: _____

By: _____