



Season 2023-2024

SAILING INSTRUCTIONS & SAFETY REQUIREMENT

PORT CYGNET SAILING CLUB

SPORTSMANSHIP AND THE RULES

Competitors in the sport of sailing are governed by a body of rules that they are expected to follow and enforce. A fundamental principle of sportsmanship is that when a competitor breaks the rules, they either promptly take a penalty or retire. All races will be sailed under the current rules of Australian Sailing.

1. RULES

1.1. Races will be governed by the rules as defined in the current Australian Sailing 2021-2024 Blue Book Racing Rules of Sailing. All races will also be governed by the Prescriptions and Special Regulations of Australian Sailing.

1.2. ALTERATIONS TO RACING RULES

1.2.1. Australian Sailing's Racing Rules of Sailing 50.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.

1.2.2. Between 2000 hours and 0600 hours local time the International Regulations for Preventing Collisions at Sea shall replace the current Australian Sailing's Racing Rules of Sailing Part 2.



1.2.3. Racing Rules of Sailing 52 is changed by adding “The use of stored power may be used for the hoisting, reefing or furling of sails.”

Note: For these Sailing Instructions “**stored power**” is defined as electrical or hydraulic power.

1.2.4. Racing Rules of Sailing 63.1 and A5 are changed by adding the following to each “The Sailing Committee may apply penalties without a hearing to boats which infringe the sailing instructions relating to keeping clear of start and finish lines.”

Penalties shall be as specified in these sailing instructions.

1.3. BEHAVIOUR

1.3.1. A report by the Starter or Response Boat Skipper, arising from any unacceptable behaviour by a helm or crew person, including voiced criticism of a Club Officer or Official, may result in a penalty being applied. This does not prevent any competitor lodging views in writing; or lodging protests under the rules.

1.3.2. Any hearing arising from this clause will be conducted by the Sailing Committee.

1.4. CRISIS SAFETY PLAN

The Port Cygnet Sailing Club has a planned procedure that will apply should an emergency occur during a race. If the Starter or Response Boat Skipper decides that a situation warrants assistance the Starter or Response Boat Skipper will direct a designated boat, or boats, to the rescue work. A boat acting under Starter or Response Boat instructions may fly code flag ‘D’ and must be given complete clearance by all other vessels.

2. RESPONSIBILITY AND SAFETY REGULATIONS

2.1 COMPETITORS LIABILITY

- All those taking part in races conducted by the Port Cygnet Sailing Club, do so at their own risk and



responsibility. The office bearers of the club and their assistants shall not be personally responsible for any personal injury or property damage to or by members of the Club howsoever caused.

- The Port Cygnet Sailing Club is not responsible for the seaworthiness of a boat whose entry is accepted, or the sufficiency or adequacy of its equipment.
- The Port Cygnet Sailing Club reserves the right to refuse any entry.

Note: Attention is drawn to World Sailing Racing Rules Part 1 (3) “Decision to Race: The responsibility for a boat’s decision to participate in a race, or to continue racing, is hers alone.”

2.2 GENERAL

Specific attention is drawn to Racing Rules of Sailing – Fundamental Rule 4 “Acceptance of the Rules”

- For this document, the race area for ‘Harbour’ races, is defined as the waterway to the north of an imaginary line between Cygnet Point and Beaupre Point.
- Owners and/or Persons in Charge are urged to assess their capabilities and those of their crew and boat before entering, starting, or continuing a race, particularly for races outside of Port Cygnet.
- **For this document the areas around fish farm leases bounded by special marks are to be treated as obstructions, and Rule 19 of the Racing Rules of Sailing applies.**
- The attention of all persons is drawn to the requirement to be aware of the application of the Marine Safety (Misuse of Alcohol) Act) 2006.
- It is also recommended that entrants have a Man Overboard procedure that all crew members have practiced.
- Boats must report any serious on water incidents to the Starter or Sailing Committee as soon as practical. (are incident examples could



include but not limited to, man overboard, collision, grounding, or crew injury).

All boats taking part in Club Races or other events, shall comply with the following safety standards of Australian Sailing Special Regulations;

- All scheduled races conducted by the Port Cygnet Sailing Club, will race under the Australian Sailing Category 7 and all participant boats must have onboard a fully operational VHF Radio.
- On a boat without lifelines complying with 3.12 'which refers to Australian Sailings Special Regulations listing on Pulpits, Stanchions, Lifeline,'; a compliant lifejacket, shall be worn by each member of the crew while on deck.
- Some competing boats may be nominated as rescue boats. These boats will maintain a dual listening watch on VHF Channel 73 and 16 for races.

2.4 AUSTRALIAN SAILING EQUIPMENT AUDITS

The Port Cygnet Sailing Club's Sailing Committee may, from time to time, inspect boats, for compliance with Australian Sailing's Special Regulations.

Note.

A copy of the Australian Sailing 2021 – 2024 Special Regulations Equipment Audit Form – Category 7 is in Appendix B of these Sailing Instructions

2.5 NUMBER OF CREW TO RACE

All boats are highly recommended to carry sufficient crew members to safely compete in the prevailing conditions.

2.6 ANCHORS

No boat is to have an anchor protruding over the bow of the boat while competing in any Club sailing event.

3. ELIGIBILITY AND REGISTRATION



NOTE: Port Cygnet Sailing Club has a duty of care for all participants in every race they run. By requiring boat insurance and the registration of temporary membership for non-members, the Club is providing a safe framework should an emergency arise. All participants will have an Australian Sailing number and be covered by Australian Sailing's insurance policy.

3.1. REFUSAL OF ENTRIES

3.1.1 The Port Cygnet Sailing Club reserve the right to refuse any entry.

3.1.2 Neither entry nor registration is valid until accepted by the Sailing Committee.

3.1.3 Any boat intending to race at the Port Cygnet Sailing Club must have a Sail Number or 'identifiable text' on both sides of the upper section of the mainsail. This identification must be listed on the Entry Form.

3.2. ELIGIBILITY OF BOATS

3.2.1 Entries for Club races are valid only from boats which lodge the relevant 2021-2024 Australian Sailing Special Regulations equipment Audit form at the Port Cygnet Sailing Club and for which race entry and Port Cygnet Sailing Club membership fees have been paid.

3.2.2 Changes which may change the boats performance must be advised to the Sailing Committee before the race affected.

3.3. INSURANCE

The owner of a boat entering a Club race shall have Public Liability and Third Party insurance with respect to the boat in an amount of not less than \$10,000,000 when racing.

3.4. ELIGIBILITY OF HELMSPERSON

In all races conducted by the Port Cygnet Sailing Club the boats shall be steered by current members of a club affiliated with Australian Sailing. Owners of boats on the Register of other recognised Yacht Clubs will be deemed Temporary Members provided their boats are accepted



for Supplementary Registration with the Port Cygnet Sailing Club.

3.5. CHANGE OF PERSON IN CHARGE

There shall be one Person specified as being in charge of each participating boat nominated and listed on the Entry Form. Changes of Person in Charge shall be notified to the Starter before the start of the race affected.

3.6. ELIGIBILITY OF CREW

Crew members must comply with the Australian Sailing's Racing Rules of Sailing 46 which states – "from 1st January 2022, all persons on board a boat while **participating in Club events** shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number or a valid Sail Pass."

3.7. ALL BOATS

Boats shall comply with Club Handicap Rules, their Class Rules and Sailing Australia's Safety Category 7. The Sailing Committee must be notified in writing of any changes affecting or likely to affect a boat's performance and the change(s) must be approved before the first race affected by the change. A boat affected in this way may be liable to a change in Time Correction Factor

4. ENTRIES

4.1 Separate entries are to be made for each of the PCSC Series and individual races. Entries to be made on line via the PCSC website 24 hours prior to the **race** start time.

4.2 Late entries may be accepted at the discretion of the Sailing Committee.

5. ENTRY FEES (All including GST)

5.1 Fees for the PCSC Series, PCSC Regatta and individual events are on the PCSC website.

5.2 Fees must be paid prior to starting in races conducted by the Port Cygnet Sailing Club.



6. NUMBER TO ENTER

For all races, a minimum of three boats must be entered. If this number is not met, it will be deemed to not be a race or series event. The Race Committee may accept a lesser number of entries under special circumstances for which it will have the right to decide.

The race committee is led by the Vice Commodore, Sailing Captain and is assisted by selected members.

7. SAILING INSTRUCTIONS CHANGES AND NOTICES TO COMPETITORS

SAILING INSTRUCTIONS

7.1 Any changes to the PCSC Sailing Instructions will be posted on the Sailing Committee's Noticeboard on the race day.

7.2 Any changes to a particular race will be notified by posting on the Sailing Committee's Noticeboard on the race day, at least two hours before the start of the race.

7.3 A Code flag 'L' will be flown from the flagstaff at the Start Box on the day that pre-warns boats who have not viewed the posting on the Sailing Committee's Noticeboard, on the race day, in the 2 hours prior to start. The Starter will also notify the race-fleet, via VHF Chanel 73, as to the any changes to Sailing Instructions.

8. RACING AREA & STARTS

STARTING – GENERAL

8.1 Races from the Start Box will start and finish between an imaginary line drawn between the flagpole on the Start / Finish Box and the moored buoy in the position marked 'S' on the course diagram, unless otherwise notified. Details of on water starts will be advised prior to the event.

8.2 A course letter or number denoting the course to be sailed for the race, will be displayed at the front of the Start Box prior to the race start. If necessary, starts may be by Audible Signal Only if it



necessitates being conducted from a boat. A VHF call to all boats will be made to this effect.

8.3 DIVISION STARTS

Where the Port Cygnet Sailing Club's race fleet is divided into multiple divisions, each individual division's start will be treated as a separate start sequence, with sufficient time separation between division starts, to ensure no overlap of start signalling.

8.4 MASSED START

- 5 minute signal (warning) Audible siren, 3 lights illuminate
- 4 minute signal (preparatory) Audible siren, 2 lights illuminated
- 1 minute signal (prep removal) Audible siren, 1 light illuminated
- Start signal Audible siren, all lights extinguished

Note –

- All engines are to be switched off before the four (4) minute preparatory signal.
- Any boat crossing the line after the one (1) minute signal, must exit the course outside of mark 'S' to get behind the start line again to start correctly while keeping clear of other boats.

8.5 PURSUIT START

The procedure for a massed start will apply to the first boat or group of boats to start. All other boats will start at their appointed start times, as determined by the club Handicapper and posted on the Sailing Committee's Noticeboard.

One minute before the start time for the next boat or group of boats an audible siren will sound, accompanied by one light. Extinguishing of the light and an audible siren will indicate the start for that boat or group of boats.

This procedure will be repeated until all competing boats have started.



9. STARTING AND FINISHING LINES

9.1 After a Start Warning Signal has been made, boats in Divisions whose Warning Signal has not been made shall keep clear of the Starting area and of all Divisional boats whose Warning Signal has been made.

9.2 Boats that have finished shall keep clear of the finishing line and of the boats yet to finish.

9.3 The Starting mark shall be deemed to change to a rounding mark for the Division, once that Division has started.

9.4 Boats shall not sail through any Starting/Finishing line except when starting or finishing correctly or as required by these Sailing Instructions.

9.5 Boats shall not sail through the Starting/Finishing line of other sailing events when the boats of that event are under starting instructions of the Starter.

10. RECALLS

10.1 If a boat or boats crosses the start line prematurely, one audible signal will be made. It is the responsibility of a premature starter to return to the start line by rounding the outside mark 'S' and start correctly, (without causing interference to other starting yachts as per the Australian Sailing's Racing Rules of Sailing).

10.2 If the Starter is unable to identify any boat that started prematurely, the starter may order a general recall by making two sound signals. The race will then be started again ten minutes later than the breeched start time.

10.3 The Start Box will attempt to call up boats that have crossed the line early via VHF radio channel 73.

11. PROTESTS, PENALTIES AND ALTERNATIVE PENALTIES PROTEST



11.1 Protest forms are available at the clubhouse.

11.2 All protests are to be lodged on the requisite form, not later than two hours after finishing or prior to race results being announced.

11.3 The Australia Sailing's Racing Rules of Sailing apply, including the requirement that the protesting boat fly a red protest flag and notify the other vessel immediately.

11.4 Port Cygnet Sailing Club expects all race participants to familiarize themselves with the Australian Rules of Sailing (RRS), to behave always, in a manner which represents good sportsmanship (including promptly taking a penalty or retiring when they become aware that they have breached the rules). And to seek to resolve any dispute amicably before progressing to a formal protest.

The Port Cygnet Sailing Club suggests that participants use protests as a way of continuously improving knowledge of the rules.

11.5 PROTEST LODGEMENT PLACE

Protests shall be lodged at Port Cygnet Sailing Club's office with a member of the Race Committee. The Race committee includes the Sailing Captain, the Starter, the Handicapper, and others as required. Time of receipt of completed Protest form should be acknowledged.

11.6 LODGEMENT TIMES SHALL BE AS FOLLOWS:

Official notification to all parties to a protest will be by posting the protests, as received, on the Race Committee Noticeboard in accordance with Australian Sailing's Racing Rules of Sailing 63.2 and will include the date, time and place of the hearing. Parties to the protests may be advised verbally or by telephone, SMS, mail or email to numbers listed on the entry form, however non-receipt of such notification shall not be grounds for further protest or redress.

11.5 Protests lodged by the Sailing Committee under Australian Sailing's Racing Rules of Sailing 60.2 and 60.3 must be lodged



within 2 hours of the finishing time of the last boat to cross the finish line.

11.6 Protests will be heard at the event venue (clubrooms) and, unless advised otherwise or when applicable, at a time to be determined by the Sailing Committee convened Protest Committee.

11.7 PENALTIES LESS THAN DSQ

Breaches of these Sailing Instructions may be subject to a penalty less than DSQ at the discretion of the Protest Committee.

11.8 PROTEST ARBITRATION – APPENDIX T OF THE RRS APPLIES

Appendix T of the Australian Sailing's Racing Rules of Sailing is altered so an arbitrator may be a member of a Protest Committee when in a hearing held subsequent to arbitration and applies to races conducted under these Port Cygnet Sailing Club's Sailing Instructions.

12. HANDICAP RULES

Handicapping will be based on the use of a Performance Based Handicap System time correction factors when applicable. The Sailing Committee's choice of Performance Based Handicap System (PHS) is final and shall not be grounds for protest.

13. COMMUNICATIONS

13.1 COMMUNICATIONS – GENERAL

Race communications are conducted on VHF channel 73. Competitors are to keep a listening watch on VHF channels 73 during races. Skippers with a radio with dual listening capabilities should ideally, listen on channels 73 and 16.

It is also recommended for the Starter and Response Boat skipper to have mobile numbers of all participating boats. These telephone numbers should be supplied on the day as part of the boats race entry.



13.2 OUTSIDE AID – USE OF RADIO

Except in an emergency or as required by these Sailing Instructions, a boat shall neither make radio transmissions while racing nor receive communications not available to all boats. This restriction also applies to mobile telephones.

13.3 RACE ANNOUNCEMENTS

The Starter or Response Boat Skipper will use Channel 73 if the need arises to contact individual boats or the whole fleet. All boats shall maintain a listening watch.

The Starter may announce the Division and Course at the five-minute warning signal. In addition any recall may be announced as may the sail number of any OCS boats.

The Starter will announce postponements and cancellations as well as a race shortening and / or change of course, by VHF Channel 73 radio and other means when deemed necessary to ensure contact with every boat of the race-fleet.

It is essential that all competitors maintain radio silence during the period from the first warning signal up to the last start, across all divisions; except in genuine emergency.

13.4 CANCELLATIONS

A race will be cancelled if the weather forecast issued by the Bureau of Meteorology on the day of a race, as at 3 hours before the start of the race, indicates that there is a gale warning in the race area or channel, or similar serious weather event.

A notice of cancellation will be posted on the Sailing Committee's Noticeboard on the race day two hours before the start of the race.

Skippers may contact the Sailing Captain if in doubt about a start.

In accordance with Australian Sailing's Racing Rules of Sailing - clause 4 of the rules, the decision to participate or continue in a race rests with each skipper.

13.5 SHORTENED COURSE

Where circumstances require, the Starter may shorten the



specified course if there is concern that the race may not be completed within the prescribed time-limit. A race duration time of 100 minutes for the first boat to finish in a harbour race, is preferred, with Race Control having the discretion to vary this.

Competitors will be advised of a shortened course by the posting of the 'S' board on the Start Box and by VHF radio channel 73.

13.6 RETIREMENTS

Boats retiring for any reason must report the circumstances of retirement, (as soon as possible after retirement), to the Starter or Response Boat Skipper.

Note:

A retired boat must not cross the Start / Finish line and must return on the outside of the moored buoy marked 'S' on the course maps.

A retired boat must keep clear of any boat still racing.

Maps of Harbour courses are attached in Appendix A of these Sailing Instructions.

14. TIME LIMITS

14.1 HARBOUR RACES - MASSED START:

The target time for harbour races is 100 minutes for the first boat to finish.

Any boat not finishing the course within two (2) hours after the first boat that finishes, will be deemed to have retired.

14.2 LONG DISTANCE RACES:

Any boat finishing after 5:00pm must record its own finishing time and advise the Club Handicapper.

Any boat not completing the course by Sundown (Sunset) will be deemed to have retired.

15. RESULT SHEETS



Official Provisional Result Sheets will be displayed on the Sailing Committee's Noticeboard on the race day, as soon as practical following an event.

The only recognised Official Results will be those posted on the Sailing Committee's Noticeboard on the race day. Any times or results given verbally or displayed elsewhere or faxed to other Clubs or published in a newspaper or electronically on a website or similar are for information only, may be subject to correction and are therefore not official and shall not be subject to protest or request or redress.

16. ADMINISTRATION OF SAFETY

16.1 RESPONSIBILITY FOR SAFETY STRATEGY AFLOAT

Responsibility for the management of safety strategy afloat will reside with the Sailing Committee, who delegate the process during the race to the following:

- The Starter;
- An Official on the Response Boat;
- The Sailing Captain;

The Starter will assume initial command on the day but may delegate to other stations as above.

16.2 STARTER and RESPONSE BOAT CONTACT

Starter and Response Boat Skipper's mobile telephone number for the day will be displayed on the Sailing Committee's Noticeboard at the club.

16.3 OFFICIAL PORT CYGNET SAILING CLUB RESPONSE-BOAT

- The Club may appoint boats as Official Port Cygnet Sailing Club's Response Boats, in addition to the official Response Boat. These boats will be included on the handicap sheet posted on the notice board before each race. When these vessels are undertaking official duties, they may display Code flag 'D'.
- Boats that may be racing can be used by Port Cygnet Sailing Club as and when required.
- Port Cygnet Sailing Club may appoint Radio Relay Vessels.



16.5. SEEKING ASSISTANCE

A boat seeking assistance may do so by:

- Use of radio – Call on VHF Race Channel 73 or VHF Channel 16.
- Displaying a standard distress sheet (V Sheet).
- By a crew member hand signalling by continually raising both arms above the head and lowering to the sides at five second intervals, or a flag or other object on a spar waved from side to side through an arc of 30 degrees either side of the vertical at five second intervals.
- Use of flares.
- Crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
- When a boat is in difficulty with its sails lowered, some highly visible article such as an orange or yellow garment should be hoisted on a halyard to aid to visibility to rescue crew.
- Use mobile phone to call Race Control.
- Use mobile phone to call Tasmania Police Radio Room on 131 444.

16.6 PERSONAL BUOYANCY

The Starter may inform the fleet of pending danger and request that all racing boat have crews put on lifejackets and maintain a dedicatedly manned radio watch.

Emergency may include oncoming storm front, local gale force winds and other.

16.7 RESCUE PROCEDURE FOR THE RESPONSE BOAT

- The Port Cygnet Sailing Club Response Boat shall report identity and position of boat requesting assistance and may hoist Code flag 'D' while in attendance or towing.
- The Port Cygnet Sailing Club's Response Boat, will when appropriate, encourage a boat being assisted to regain safe, self-mobility.
- When boats cannot regain safe, self-mobility, the Port Cygnet Sailing Club's Response Boat may commence to tow.



- When it is necessary to take the boat crew aboard the Port Cygnet Sailing Club's Response Boat, it may do so when it can be done so safely,
- The rescued boat may be temporarily abandoned; and a 'green float' shall be attached to the abandoned boat.

16.8 PORT CYGNET SAILING CLUB RESPONSE-BOAT DISCRETION

Port Cygnet Sailing Club's Response Boat skipper shall use their own discretion as to necessary action in rescue operations except when the Racing Committee issues specific overriding instructions.

16.9 LIFE THREATENING SITUATIONS

In the event of a life-threatening situation occurring, the Starter may instruct the Port Cygnet Sailing Club's Response Boat to drop an anchor with a marker buoy or to drop anchor to remain on station at the last known spot where the incident occurred.

16.10 EMERGENCY ESCALATED COMMUNICATIONS

The Starter shall immediately dial 000 and provide succinct information to the Police Radio Room Operator. After being transferred by the operator, sufficient time to ascertain the response required, must be allowed while timely done. Port Cygnet Sailing Club's Response Boat shall remain on station until instructed to move by the Police. The Starter shall keep a log of all calls made by phone or radio during the period of the life-threatening situation.

18. RELEVANT PHONE NUMBERS

MARINE POLICE RADIO ROOM	13 1444
HOBART PORT CONTROL	6222 6061
TAS MARITIME RADIO	6231 2276
STARTER & RESPONSE BOAT SKIPPER	Listed on the Sailing Committee's Noticeboard on the race day.



REFERENCES

Australian Sailing – Racing Rules of Sailing –
[CLICK HERE](#) for 2021-2024 Blue Book

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