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On behalf of all the skippers and crew who enjoy our wonderful sport, the Sailing Committee would like to express their gratitude to all those sponsors and members who choose to support them by making a donation to the Trophy Fund.

A very big THANK YOU must go out to all those Volunteers who help throughout our Sailing Season.

Help is always needed for:

- Start Boat / Race Control
- Radio Control
- Rescue Boats
- Sail Training

If you would like to volunteer in any way, please contact any TCYC Flag Officer or TCYC Administration office and advise in what capacity you are able to assist.

Want to promote your business among Rockingham people?

ADVERTISE WITH TCYC

Please contact our office Mon-Fri during business hours.

Ph: 9527 5468

TCYC Contacts

| Position: | Name: | Phone: |
|------------------------|----------------|-------------|
| Commodore | Dave Randall | 0418 926554 |
| Vice Commodore | Ole Otness | 0412 942484 |
| R. Commodore Sail | | |
| R. Commodore Power | | |
| R. Commodore –Jnrs | Michael Jones | 0439 904057 |
| Executive Officer | Kevin Sneddon | 0487 515227 |
| Tower | | |
| Principal Race Officer | Neil Mason | 0414 750023 |
| Handicapper | John Percy | 0405 559611 |
| Yvonne Rep | Shane Phillips | 0418 906949 |
| Division 1 Rep | Paul Tunnard | 0408 489626 |
| Division 3 Rep | Colin Jones | 0422 154449 |
| JAM Rep | Chris Smith | 0409 295726 |
| Minnow Rep | Michael Jones | 0439 904057 |
| Flying Ants Rep | Mal McCleod | 0412 100677 |
| 29er Rep | John Clements | 0424 021134 |
| Tacker Rep | Geoff Woods | 0407 998479 |
| Sea Search & Rescue | Rockingham | 9528 2222 |

TCYC EMERGENCY CONTACT NUMBER:

0401 006 093

Cockburn Sound Regatta 60th Anniversary Diamond Jubilee



26TH - 30TH DECEMBER 2017



NOMINATIONS ONLINE FROM 1ST AUGUST
www.tcy.com.au



Sailing Instructions

1 RULES

- 1.1 Races will be governed by the rules as defined in the Current RRS.
- 1.2 Boats complying in all respects with their particular class rules may race either as a class or in a mixed fleet, wholly within the rules of that class, unless otherwise prescribed in these Sailing Instructions.
- 1.3 Boats not racing to class rules but whose design incorporates a fixed or retractable bowsprit, outriggers, trapezes or facility to move water as ballast, may use such devices and features but only after having received written approval from the Sailing Committee.
- 1.4 For safety requirements, all programmed races within Mangles Bay (no further than 100m North of mark “Y”) are designated as Category 7 as defined by YA Special Regulations, Part 1 for Racing Boats. Races with marks north of “Y” such as the Marathon and Fremantle races, are designated as Category 6.

2 ENTRIES

- 2.1 Boats shall enter by submitting an appropriate Series Entry Form, evidence of Insurance and a Safety Compliance Form with skipper & crew complying with membership requirements. Eg; (Skipper – full member, crew subject to crew membership requirements of RRS Part 4 Other requirements Clause 46) These must be submitted to the Race Committee 2 weeks prior to and no less than 3 days prior to the first race of the series. Boats must submit late entries or changes to details subject to Race Committee approval. Visiting yachts shall follow TCYC agreement regarding requirements to compete.

- 2.2 To Compete in the Junior Skippers Races each boat shall have at least one financial junior TCYC member on board from the club's current sail training or racing programme and they shall helm the boat in accordance with the requirements of the race.

3 NOTICES to COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located inside the door adjacent to the barbeque area.

4 CHANGES to SAILING INSTRUCTIONS

- 4.1 Any change to the sailing instructions will be posted at least 2 hours prior to the scheduled start of race the change will affect & signalled by code Flag "L" on club flagstaff.
- 4.2 Code flag "L" will be displayed on the committee boat for any required on-water changes. Details of the changes will be available at the committee boat.

5 SIGNALS MADE ASHORE







- 5.1 Signals made ashore will be displayed on the TCYC clubhouse flagstaff.
- 5.2 When flag "AP" is displayed ashore, it will be lowered not less than 30 minutes before the warning signal is given.
- 5.3 When flag "Y" is displayed ashore, rule 40 applies at all times while afloat. This changes the Part 4 preamble.

6 SCHEDULE OF RACES

- 6.1 The Sailing Programme is detailed in Attachment A.
- 6.2 Start times shown in the Sailing programme are nominal times only and indicate the approximate start times for the first Division or Class in the start sequence for the scheduled races. The start sequence and start times, including combining divisions if starting numbers are low will be at the Race Officer's absolute discretion.
- 6.3 As an indication only, the start sequence is expected to be:
- Yvones
 - JAM
 - Division 1
 - Division 3
 - 29ers
 - Flying Ants
 - Mixed Dinghies
- 6.4 After a long postponement, in order to alert boats that a race or sequence of races will begin soon, an orange flag will be displayed with one sound for at least 4 minutes before a warning signal is made.

7 DIVISION FLAGS

7.1 Class flags will be as outlined as below.

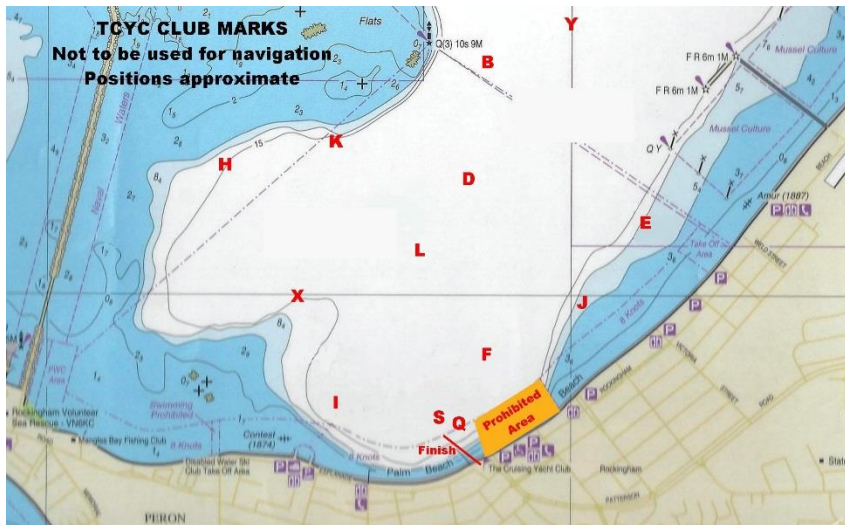
| Class | Flag Name | Flag |
|------------------|-----------------------|---|
| Flying Ant | Flying Ant Class Flag |  |
| 29er | 29er Class Flag |  |
| Yvonne | Yvonne Class Flag |  |
| Division 1 | Naval Numeral 1 |  |
| Division 3 | Naval Numeral 3 |  |
| Division 6 (JAM) | Naval Numeral 6 |  |

7.2 All Division 1, 3 & 6 (JAM) vessels shall display their class flag prominently. Flying Ants, 29ers & Yvonne's shall display their class insignia on their mainsail.

7.3 Boats sailing in Divisions 1, 3, & 6 (JAM) shall display their registered club sail number preceded by the letters "CR", except that boats also registered with another Member Yachting Authority may use the letters of that club. Class boats shall display their Class insignia and registered number.

8 RACING AREAS

8.1 The racing area shall be in Mangles Bay or Cockburn Sound for Marathon Courses. The racing area and approximate mark locations are shown in the diagram below.



9 COURSES

- 9.1 Marks will be white PVC poles in approximate positions indicated in the table below unless sailing under 9.5.









| Mark | Latitude | Longitude |
|-------------|-----------------|------------------|
| START | 32° 15.920S | 115° 43.360E |
| B | 32° 15.247S | 115° 43.742E |
| D | 32° 15.587S | 115° 43.629E |
| E | 32° 15.838S | 115° 44.261E |
| F | 32° 16.211S | 115° 43.757E |
| H | 32° 15.676S | 115° 42.660E |
| I | 32° 16.357S | 115° 43.076E |
| J | 32° 16.067S | 115° 44.045E |
| K | 32° 15.536S | 115° 43.096E |
| L | 32° 15.828S | 115° 43.448E |
| Q | 32° 16.410S | 115° 43.597E |
| S | 32° 16.380S | 115° 43.550E |
| X | 32° 15.818S | 115° 43.160E |
| Y | 32° 15.125S | 115° 43.955E |
| FIN | 32° 16.460S | 115° 43.550E |

9.2 Bearings and distances between marks are shown in the table below

| | Start | B | D | E | F | H | I | J | K | L | Q | S | Y | X |
|-------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| Start | | 0.74 25° | 0.40 34° | 0.77 84° | 0.44 131° | 0.64 292° | 0.50 209° | 0.60 104° | 0.44 330° | 0.12 39° | 0.53 158° | 0.47 166° | 0.94 32° | 0.24 258° |
| B | 0.74 205° | | 0.35 195° | 0.73 143° | 0.96 179° | 1.01 245° | 1.24 206° | 0.85 162° | 0.62 242° | 0.63 203° | 1.17 186° | 1.15 190° | 0.22 55° | 0.91 217° |
| D | 0.40 214° | 0.35 15° | | 0.59 115° | 0.63 170° | 0.83 263° | 0.90 211° | 0.59 144° | 0.46 277° | 0.28 212° | 0.82 182° | 0.80 188° | 0.54 31° | 0.60 230° |
| E | 0.77 264° | 0.73 323° | 0.59 295° | | 0.57 229° | 1.37 277° | 1.13 243° | 0.29 219° | 1.03 287° | 0.69 271° | 0.80 224° | 0.84 230° | 0.76 340° | 1.01 262° |
| F | 0.44 311° | 0.96 359° | 0.63 350° | 0.57 49° | | 1.07 300° | 0.59 256° | 0.28 60° | 0.88 320° | 0.46 326° | 0.24 214° | 0.27 232° | 1.10 9° | 0.62 293° |
| H | 0.64 112° | 1.01 65° | 0.83 83° | 1.37 97° | 1.07 120° | | 0.77 153° | 1.24 109° | 0.39 69° | 0.68 103° | 1.08 133° | 1.00 135° | 1.23 63° | 0.46 130° |
| I | 0.50 29° | 1.24 26° | 0.90 31° | 1.13 243° | 0.59 76° | 0.77 333° | | 0.87 70° | 0.82 1° | 0.61 31° | 0.44 97° | 0.36 94° | 1.44 31° | 0.38 1° |
| J | 0.60 284° | 0.85 342° | 0.59 324° | 0.29 39° | 0.28 240° | 1.24 289° | 0.87 250° | | 0.96 303° | 0.56 295° | 0.51 228° | 0.56 236° | 0.94 355° | 0.82 277° |
| K | 0.44 150° | 0.62 62° | 0.46 97° | 1.03 7° | 0.88 140° | 0.39 249° | 0.82 181° | 0.96 123° | | 0.42 135° | 0.97 154° | 0.91 158° | 0.84 60° | 0.43 181° |
| L | 0.12 219° | 0.63 23° | 0.28 32° | 0.69 91° | 0.46 146° | 0.68 283° | 0.61 211° | 0.56 115° | 0.42 315° | | 0.59 168° | 0.55 176° | 0.82 31° | 0.34 245° |
| Q | 0.53 338° | 1.17 6° | 0.82 2° | 0.80 44° | 0.24 34° | 1.08 313° | 0.44 277° | 0.51 48° | 0.97 334° | 0.59 348° | | 0.09 289° | 1.32 13° | 0.62 315° |
| S | 0.47 346° | 1.15 10° | 0.80 8° | 0.84 50° | 0.27 52° | 1.00 315° | 0.36 274° | 0.56 56° | 0.91 338° | 0.55 356° | 0.09 109° | | 1.31 17° | 0.54 319° |
| Y | 0.94 212° | 0.22 235° | 0.54 211° | 0.76 160° | 1.10 189° | 1.23 243° | 1.44 211° | 0.94 175° | 0.84 240° | 0.82 211° | 1.32 193° | 1.31 197° | | 1.12 221° |
| X | 0.24 78° | 0.91 37° | 0.60 50° | 1.01 82° | 0.62 113° | 0.46 310° | 0.38 181° | 0.82 97° | 0.43 1° | 0.34 65° | 0.62 135° | 0.54 139° | 1.12 41° | |





9.3 No later than the warning signal, the race committee signal boat will display the course flag for the appropriate course.

9.4 **Club Courses** - Club courses use a combination of fixed marks as depicted in the following tables

| <i>29er</i> | | 29er Club Courses | | |
|-------------|-------------------|---|-----------|---|
| Course: | Flag Name: | Flag: | Marks To: | Course: |
| South West | Numeral Pennant 1 |  | Port | I, D, I, D, I, D, I, D, Q (Stbd), Jetty Finish. |
| West | Numeral Pennant 2 |  | Port | X, J, X, J, X, J, X, J Q (Stbd), Jetty Finish. |
| North West | Numeral Pennant 3 |  | Port | K, F, K, F, K, F, K, F, Q (Stbd), Jetty Finish. |
| North East | Numeral Pennant 4 |  | Stbd | D, I, D, I, D, I, D, I, Q (Stbd), Jetty Finish. |
| East | Numeral Pennant 5 |  | Stbd | J, X, J, X, J, X, J, X, Q (Stbd), Jetty Finish. |
| South East | Numeral Pennant 6 |  | Port | F, K, F, K, F, K, F, K, Q (Stbd), Jetty Finish. |
| South | Numeral Pennant 7 |  | Port | S, K, S, K, S, K, S, K, Q (Stbd), Jetty Finish. |
| W/L | Numeral Pennant 8 |  | Per W/L | 9.5 Windward/Leeward |



Flying Ant Club Courses

| Course: | Flag Name: | Flag: | Marks To: | Course: |
|------------|-------------------|---|-----------|---|
| South West | Numeral Pennant 1 |  | Port | I, F, L, I, L, I, F, L, Q (Stbd), Jetty Finish. |
| West | Numeral Pennant 2 |  | Port | X, I, F, X, F, X, I, F, Q Stbd), Jetty Finish. |
| North West | Numeral Pennant 3 |  | Port | K, I, F, L, F, L, I, Q (Stbd), Jetty Finish. |
| North East | Numeral Pennant 4 |  | Stbd | D, F, I, D, I, D, F, Q (Stbd), Jetty Finish. |
| East | Numeral Pennant 5 |  | Stbd | E, F, D, E, D, E, F, D, Q (Stbd), Jetty Finish. |
| South East | Numeral Pennant 6 |  | Port | F, D, X, F, X, F, D, X, Q (Stbd), Jetty Finish. |
| South | Numeral Pennant 7 |  | Port | S, J, L, S, L, S, J, L, Q (Stbd), Jetty Finish. |
| W/L | Numeral Pennant 8 |  | Per W/L | 9.5 Windward/Leeward |



Yvonne Club Courses

| Course: | Flag Name: | Flag: | Mark s To: | Course: 1 = Long 2 = 2 Short Races |
|-----------------|-------------------|-------|------------|---|
| South West 1 | Numeral Pennant 1 | | Port | I, D, I, D, I, D, I, D, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 1 | | Port | I, D, I, D, Q (Stbd) Jetty Finish. I, D, I, D, Q (Stbd), Jetty Finish. |
| West 1 | Numeral Pennant 2 | | Port | H, F, H, F, H, F, H, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 2 | | Port | H, F, H, F, Q (Stbd) Jetty Finish. H, F, H, F, Q (Stbd), Jetty Finish. |
| North West 1 | Numeral Pennant 3 | | Port | K, F, K, F, K, F, K, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 3 | | Port | K, F, K, F, Q (Stbd) Jetty Finish. K, F, K, F, Q (Stbd), Jetty Finish |
| North East 1 | Numeral Pennant 4 | | Stbd | D, I, D, I, D, I, D, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 4 | | Stbd | D, I, D, I, Q (Stbd) Jetty Finish. D, I, D, I, Q (Stbd), Jetty Finish. |
| East 1 | Numeral Pennant 5 | | Stbd | E, X, E, X, E, X, E, X, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 5 | | Stbd | E, X, E, X, Q (Stbd) Jetty Finish. E, X, E, X, Q (Stbd), Jetty Finish. |
| South East 1 | Numeral Pennant 6 | | Port | J, K, J, K, J, K, J, K, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 6 | | Port | J, K, J, K, Q (Stbd) Jetty Finish. J, K, J, K, Q (Stbd), Jetty Finish. |
| South 1 | Numeral Pennant 7 | | Port | S, D, S, D, S, D, S, D, Q (Stbd), Jetty Finish. |
| 2 | Numeral Pennant 7 | | Port | S, D, S, D, Q (Stbd) Jetty Finish. S, D, S, D, Q (Stbd), Jetty Finish. |
| W/L | Numeral Pennant 8 | | Per W/L | 9.5 Windward/Leeward |

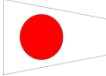









Division 1 Club Courses

| Course: | Flag Name: | Flag: | Marks To: | Course: |
|------------|-------------------|-------|-----------|--|
| South West | Numeral Pennant 1 | | Port | I, J, Y, I, Y, I, J, Y, Q (Stbd), Jetty Finish. |
| West | Numeral Pennant 2 | | Port | H, I, J, H, J, H, I, Q (Stbd), Jetty Finish. |
| North West | Numeral Pennant 3 | | Port | K, I, J, K, J, K, I, J, K, Q (Stbd), Jetty Finish. |
| North East | Numeral Pennant 4 | | Stbd | B, J, I, B, I, B, J, Q (Stbd), Jetty Finish. |
| East | Numeral Pennant 5 | | Stbd | E, S, H, E, H, E, S, H, Q (Stbd), Jetty Finish. |
| South East | Numeral Pennant 6 | | Port | J, B, H, J, H, J, B, H, Q (Stbd), Jetty Finish. |
| South | Numeral Pennant 7 | | Port | S, E, K, S, K, S, E, K, Q (Stbd), Jetty Finish. |
| W/L | Numeral Pennant 8 | | Per W/L | 9.5 Windward/Leeward |



Division 3 Club Courses

| Course: | Flag Name: | Flag: | Marks To: | Course: |
|------------------|-------------------|---|------------|---|
| South West | Numeral Pennant 1 |  | Port | I, J, B, I, B, I, F, D, Q (Stbd), Jetty Finish. |
| West | Numeral Pennant 2 |  | Port | H, I, F, H, F, H, I, Q (Stbd), Jetty Finish. |
| North West | Numeral Pennant 3 |  | Port | K, I, J, K, J, K, I, Q (Stbd), Jetty Finish. |
| North East | Numeral Pennant 4 |  | Stbd | B, J, I, B, I, B, J, Q (Stbd), Jetty Finish. |
| East | Numeral Pennant 5 |  | Stbd | E, S, H, E, H, E, Q (Stbd), Jetty Finish. |
| South East | Numeral Pennant 6 |  | Port | J, B, K, J, K, J, B, K, Q (Stbd), Jetty Finish. |
| South | Numeral Pennant 7 |  | Port | S, E, K, S, K, S, E, K, Q (Stbd), Jetty Finish. |
| Windward Leeward | Numeral Pennant 8 |  | As Per W/L | 9.5 Windward/Leeward |



Division 6 - JAM Club Courses

| Course: | Flag Name: | Flag: | Marks To: | Course: |
|------------|-------------------|-------|------------|---|
| South West | Numeral Pennant 1 | | Port | I, J, B, I, B, I, J, Q (Stbd), Jetty Finish. |
| West | Numeral Pennant 2 | | Port | H, I, F, H, F, I, Q (Stbd), Jetty Finish. |
| North West | Numeral Pennant 3 | | Port | K, I, J, K, J, K, Q (Stbd), Jetty Finish. |
| North East | Numeral Pennant 4 | | Stbd | B, J, I, B, I, B, Q (Stbd), Jetty Finish. |
| East | Numeral Pennant 5 | | Stbd | E, S, H, E, H, Q (Stbd), Jetty Finish. |
| South East | Numeral Pennant 6 | | Port | J, B, K, J, K, J, Q (Stbd), Jetty Finish. |
| South | Numeral Pennant 7 | | Port | S, E, K, S, K, S, J, L, Q (Stbd), Jetty Finish. |
| W/L | Numeral Pennant 8 | | As per W/L | 9.5 Windward/Leeward |

9.5 Windward Leeward Races:

These shall be raced as per the Sailing programme and may, dependent on programme indication, be either a **single race** over a longer course or over **2 short race courses**.

Course shall be as per diagram on page 20 and consist of 3 marks.

Races are indicated by 3 Flags as per example below:



On- Station Flag – Square Orange Flag



Course Flag – Numeral Pennant 8 (Indicates Windward/Leeward Racing)

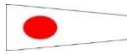

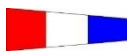

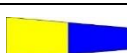




Marker Flag –Numeral Pennant 1-7 (Numeral 1 per Example indicating mark 1 as “I”)

- **Mark 1:** This is a **permanent Club Mark** and must always be left to **PORT**. It is referred to as the TOP or WINDWARD mark. The mark is determined by the wind direction on the day and indicated by the course flag displayed on the committee boat (Numeral Pennant 1-7).
Note – On occasions a clearance mark may be positioned in close proximity to & after Mark 1 which shall be rounded to PORT after rounding Mark 1.
- **Marks 2S & 2P:** These are inflatable marker buoys and referred to as the GATE or LEEWARD mark. Either Mark 2S or 2P may be rounded. Mark 2S must always be rounded to Starboard or 2P must always be rounded to Port.
- **Start Line:** While the On-station flag is flown, no boat shall sail through the start line except when starting. Any offending boat shall be **disqualified without a hearing**. It is not a requirement for the Race Committee to submit a protest thus changing RRS 61.2. Disqualification must be notified to the disqualified boat as soon as possible and within the time limit as per 61.3 & TCYC SI 17.2. The disqualification must be clearly noted on the results sheet by the race committee to enable the results processor to score the boat as a

“DSQ”. The disqualified boat has the right to appeal the decision as determined in rule TCYC Sailing Instructions 17.

- **Finish Line:** All races are to be a Jetty Finish as described in TCYC SI 13.
- **Start Sequence 2nd Race:** The 2nd race will start as soon as all boats from each division have returned to the starting area which may result in a different starting sequence of divisions to the 1st race. Observe the starting signals displayed with boats staying clear of boats in other divisions who are under their starting sequence. Any boat not intending to start the 2nd race shall make every effort to inform the race committee. The race committee has the sole discretion in when to signal race start procedures.

| W/L WINDWARD MARKS | | | |
|--------------------|-------------------|---|---------------|
| Wind Direction | Flag Name | Flag | Mark 1 |
| South West | Numeral Pennant 1 |  | Club Mark - I |
| West | Numeral Pennant 2 |  | Club Mark - H |
| North West | Numeral Pennant 3 |  | Club Mark - K |
| North East | Numeral Pennant 4 |  | Club Mark - B |
| East | Numeral Pennant 5 |  | Club Mark - E |
| South East | Numeral Pennant 6 |  | Club Mark - J |
| South | Numeral Pennant 7 |  | Club Mark - S |



Courses for the individual Divisions will be adjusted as follows:

| DIVISION | COURSE |
|--------------------|--|
| 29ers | 1 Race – 3+ LAPS: (1,2P/2S x 3 times), Q (Stbd) Jetty Finish 2 Races- (1, 2P/2S, 1, 2P/2S) Q (Stbd) Jetty Finish. 2 nd Race - SAME |
| Flying Ants | 1 Race - 2 LAPS: (1,2P/2S x 2 times), Q (Stbd) Jetty Finish 2 Races- (1, 2P/2S), Q (Stbd) Jetty Finish. 2 nd Race - SAME |
| Yvones | 1 Race - 4 LAPS: (1,2P/2S x 4 times), Q (Stbd) Jetty Finish. 2 Races- 2 LAPS:(1, 2P/2S x 2), Q (Stbd) Jetty Finish.2 nd Race - SAME |
| Division 1 | 1 Race - 3 LAPS: (1,2P/2S x 3 times), Q (Stbd), Jetty Finish. 2 Races- 1 st Race - (1, 2P/2S, 1, 2P/2S), Q (Stbd) Jetty Finish. 2 nd Race - SAME |
| Division 3 | 1 Race - 3 LAPS: (1,2P/2S x 3 times), Q (Stbd) Jetty Finish. 2 Races- 1 st Race – (1, 2P/2S, 1, 2P/2S), Q (Stbd) Jetty Finish. 2 nd Race - SAME |
| JAM | 1 Race - 2 LAPS: (1,2P/2S x 2 times), Q (Stbd), Jetty Finish. 2 Races- 1 st Race – (1, 2P/2S, 1, 2P/2S), Q (Stbd) Jetty Finish. 2 nd Race - SAME |

- 9.6 **Marathon Course** – When listed in the Sailing Programme divisions will race a Marathon Course. A separate course sheet will be provided at least 2 hours before the first warning signal. The Marathon Race will be classed as a Category 6 event.
- 9.7 **Twilight Cruising JAM Sailing** – When arranged, these cruises will commence at 1730 hours November to March. All boats should cruise in company around the course designated on the day (by designated organiser) and proceed directly to the finish after passing Q if they cannot complete another lap before the sun sets.
- 9.8 **Cruising JAM Sailing** is conducted under the International Rules for Preventing Collisions at sea, NOT under the Racing Rules.

10 AREAS THAT ARE OBSTRUCTIONS

- 10.1 All the waters bounded by lines commencing on the foreshore at the foot of Railway Terrace (approximately 32°16.512'S, 115°43.677'E) then extending north west to 32°16.409'S, 115°43.635'E, then extending about 470 metres north east along a line parallel to and 200 metres from the foreshore to 32°16.280'S, 115°43.891'E, then south east to the foreshore at 32°16.367'S, 115°43.956'E. All co-ordinates based on GDA 94. Refer to Illustration below.



- 10.2 Any boat that is observed by any member of the Race Committee to have encroached on this area will be disqualified without a hearing. This changes rules 63.1 & A5

11 THE START

11.1 Races will be started by using Rule 26 with the warning signal made 5 minutes before the starting signal as follows:

| Minutes Prior | Visual Signal | Sound Signal | Means |
|---------------|--------------------------|--------------|--------------------|
| 5 | Class Flag Raised | One | Warning Signal |
| 4 | Preparatory Flag Raised | One | Preparatory Signal |
| 1 | Preparatory Flag Lowered | One Long | |
| 0 | Class Flag Lowered | One | Starting Signal |

- 11.2 The starting line will be an imaginary line between a staff displaying an orange flag on the race committee boat at the starboard end and a port end mark. The committee boat may trail (tethered to the boat) a clearance marker (which is considered part of the boat), which shall be left on the same hand as the boat when starting. The latter may be a boat displaying an orange mast. Any change to the starting line shall be posted on the sailing notice board.
- 11.3 A boat whose warning signal has not been made shall avoid the starting area during the starting sequence for preceding races for other divisions.
- 11.4 A boat starting later than 5 minutes after her starting signal will be scored DNS. This changes rules A4 and A5.
- 11.4.1 Boats which have started and which sail through a start line in either direction during the start sequence for other races, will be disqualified without a hearing, and will be scored DNF. This changes rules 63.1 & A5.
- 11.5 **General recalls** – When a general recall is signalled, the signal will be displayed for 4 minutes only. The warning signal for the first recalled division will be the starting signal for the last division in the original sequence followed by any succeeding recalled divisions. This changes rule 29.2.

11.6 **Handicap Starts** – The starting line shall be as per 11.2 unless otherwise notified. The Course flag will be raised prior to the 5-minute warning signal (2nd Substitute). The starting sequence shall be: (The Race Committee may vary the start time of any yacht to satisfy race time issues).

- 5 minutes- (Warning Signal) Flag Second Substitute with one sound signal
- 4 minutes- (Preparatory Signal) Code Flag “P” with one sound signal
- 1 minute- (Preparatory Signal down). Highest handicap number shall be displayed
- Handicap numbers will be displayed and fall at one-minute intervals. A boat’s start signal shall be the FALL of its handicap number.

11.6.1 A boat starting before the fall of its handicap number shall be penalised 2 minutes plus 1 minute for each full minute or part minute it starts early. This penalty shall be added to its elapsed time.

11.6.2 Recalls will not be given in a Handicap Start.

11.6.3 Boats whose 1-minute signal has not been made shall keep clear of the starting area and of all boats whose 1-minute signal has been made.

12 CHANGE of COURSE or SHORTENING COURSE

- 12.1 No change of course shall be made after the start of a race.
- 12.2 When International code flag “S” together with code flag “J” are displayed on a support vessel (with 2 sound signals) at a mark of the course, boats shall then round that mark and sail direct to mark “Q” leaving this to starboard and then proceed to the finish line. This provides for a jetty finish and amends RRS 32.2. If this is displayed with division flags that race is shortened for those divisions only. If no with division flag is displayed the signal applies to all divisions.
- 12.3 When code flag “S” are displayed on a support vessel (with 2 sound signals) at a mark of the course, the course is shortened in accordance with RRS 32.2. ie: between the mark and the boat displaying the flags. If this is displayed with division flags the race is shortened for those divisions only. If no division flag is displayed, then the signal applies to all divisions.

- 13 THE FINISH** 13.1 For club courses using the jetty finish, the finishing line will be an imaginary line between a white PVC mark off the end of



the Val St jetty and a mark in the TCYC Tower. (Refer to Illustration below.)

14 PENALTY SYSTEM

- 14.1 For off the beach classes, rule 44.1 is changed so that the 2 Turns Penalty is replaced by the 1 Turn Penalty.

15 TIME LIMITS and TARGET TIMES

- 15.1 With the exception of the Marathon and Passage races, the time limit for all Divisions and Classes is 2 hours and 30 minutes. The target time is 2 hours. Unless otherwise specified in class instructions.
- 15.2 Boats failing to finish within this time or within 60 minutes of the first boat's finishing time, whichever time is later, will be scored DNF. This changes Rules 35, A4 and A5.

16 SOCIAL MEDIA

- 16.1 Should a competitor or any other party involved (or otherwise) in a race or event conducted by TCYC feel adversely effected, aggrieved or Penalised by any decision or action of TCYC or its officials, then there is an opportunity to lodge application for redress in accordance with Racing Rules requirements & Sailing Instruction 17.

Any posting of materials onto social media by any party/parties, either directly or indirectly involved, in the form of comment or criticism towards the persons involved in the event, officials, TCYC club members in general, via any form of social media shall be considered as inappropriate behaviour and may result in the parties being required to explain their actions to the Race Committee or the Committee of Management of TCYC, whichever is deemed relevant at the time of the time of the incident being reported.

Please note, if the reviewing committee find that the incident has brought officials, participants or the club itself into disrepute, then the parties instigating the breach of TCYC's Social Media Policy may be subject to disqualification from a race or event and may be prevented from taking part in any future event conducted by TCYC. Further to this, if the party/parties are a member of an association then the association may be penalised in a similar way.

Notification to the governing body Australian Sailing shall occur by TCYC.

17 PROTESTS and REQUEST FOR REDRESS

- 17.1 Protest forms are available at the TCYC office. Protests and requests for redress or re-opening a hearing shall be delivered to the Race Control Officer within the appropriate time limit in accordance with Rule 61 and Sailing Instruction 16.2 below.
- 17.2 For each class, the protest time limit is 60 minutes after the last boat in its class has finished the last race of the day.
- 17.3 Protest notices will be posted on the sailing notice board no later than 30 minutes after the protest time limit to inform competitors of hearings in which they are parties or have been named as witnesses.
- 17.4 A mediation hearing will be conducted for all protests lodged in accordance with rule 61 which allege an infringement of a rule of Part 2 or 4. Such hearings will be held subsequent to the protest being lodged and prior to the protest hearing.
- 17.5 The time and place of the mediation hearing will be decided by the mediator and such advice will be given verbally. One representative of each boat shall attend the mediation hearing and no witnesses shall be allowed. The mediator shall decide the manner in which testimony is given.
- 17.6 After taking testimony the mediator shall reach one of the following conclusions:
- 17.7 The protest does not comply with Racing Rule 61 and the protestor may withdraw the protest.
- 17.8 The matter shall proceed to a protest hearing.

- 17.9 There was no infringement and the protestor may withdraw the protest.
- 17.10 A rule was broken by one or more of the boats involved. The infringing boat(s) may accept scoring points equal to a finishing place mid-way between the boat's actual finishing place and a disqualification. Half points shall be disregarded, and the points of other boats shall not be adjusted. If so accepted, the protestor shall withdraw the protest.
- 17.11 A mediation hearing shall not be re-opened. No conclusion of a mediator shall be subject to appeal or grounds for redress.
- 17.12 If 1st, 2nd, 3rd or fastest places in a race might be affected by a protest, pennants will not be presented until after the protest has been decided.

18 SCORING

- 18.1 The scoring system is as per RRS Appendix A, Low Point Scoring System except that:
 - 18.1.1 Boats recorded as "OCS", "DNS", "RAF" and "DSQ" will be scored points 1 more than the number of boats starting in the race.
 - 18.1.2 All other boats, including boats scoring DNC and boats which enter the series after the race, will be scored points 3 more than the number of boats starting in the race.
- 18.2 Average points (Inability to compete) - Application may be made for average points if the inability to compete in a race is due to competing in a recognised affiliated club or class event. Documentation detailing the event date, results and any other supporting information should be submitted to the Race Committee for their approval.
- 18.3 Average points (Volunteers) – Application may also be made for average points if the inability to compete in a race is due to some of the regular crew volunteering to assist in the conduct of that race.
- 18.4 Consistency Point Scoring

- 18.4.1 All boats entering in a race shall be scored and eligible for Consistency points.
- 18.4.2 Consistency points are based on places determined by corrected times using handicaps prescribed by the TCYC Handicapper.
- 18.4.3 There is no minimum number of races required to be completed, to constitute the Consistency series.
- 18.4.4 Each boat's series score shall be the total of her race scores **excluding her** worst 3 scores, **having regard** to RRS 90.3(b).
- 18.4.5 A number of mini-series within the consistency series may be held namely: Pursuit, Traveller and Windward series. All races are to count. Announcement of these mini-series overall winners shall be recognised at end of season presentation, however, each race has a handicap result with individual race results being included in the overall handicap trophy results.
- 18.5 Championship Point Scoring (Only one discard – worst result)
- 18.5.1 Only TCYC registered boats shall be scored and eligible for Championship points.
- 18.5.2 A boat which is unable to compete due to the absence of the Person in Charge on official club commitments, may apply to the Race Committee for average points. The awarding of such points shall be entirely at the Race Committee's discretion.
- 18.5.3 All Championship points for mixed fleets shall be based on places determined by corrected times using handicaps prescribed by the Handicapper, after consultation with fleet representatives.
- 18.5.4 Championship points will only be scored for Championship heats as set out in the Calendar of Events or resails of these as scheduled by the Race Committee.

- 18.5.5 For each Division a minimum of 5 heats shall be scheduled of which at least 4 shall be completed to constitute the series.

19 SAFETY REGULATIONS

- 19.1 Nominations – For a sailing boat to have nominated, the skipper or a representative from each boat must:
- 19.1.1 Complete their Division or Class “Sign on Sheet” near the Sailing notice board not less than 1 hour before the start of the first race. This is mandatory for all “Off the beach boat divisions”.
 - 19.1.2 Cruising Divisions may “sign on” by calling the Tower by radio or telephone to provide their sign on details and receiving verbal confirmation that their sign on has been accepted. If this method is used, then each shall indicate their “sign off” by either crossing the finishing line or in the event of retirement by calling and notifying the tower. Nominations shall not be received by race committee on start boat.

19.1.3 Race fee value shall be notified prior to Opening Day. Options of payment shall be either **BLOCK** pre-payment (payable to club administration office) or **INDIVIDUAL** payment of required fee each race day. In either case it shall be paid prior to starting the race it applies to. If a yacht pays an individual race fee and then does not start, the fee can be carried over to the next race. The race committee may consider a late payment under special circumstances which must be ratified & settled before race day posting of results. Individual race day fees shall be placed in envelope stating yacht name, sail number & division then placed in the race fee container bucket near race sign on sheets prior to start of race. Failure to pay the required fee may result in the yacht being deemed a DNS. Boats not correctly registered, entered or signed on for racing shall not be allowed to participate in club racing.

For the 2018-19 sailing season the following fees apply. For the 26 programmed races. Individual race fee for senior divisions is \$15/race, the block fee is \$260.00.

Junior sailors (under 18yo) shall pay an individual race fee of \$5.00. Juniors who are registered and participating in TCYC training programme are exempt from paying this fee, however the sign on requirement still applies.

Boats from other affiliated yacht clubs & associations visiting & participating in TCYC normal race day events shall pay the \$15.00/\$5.00 race fee prior to their race starting. On other days the visiting divisions/associations shall be required to enter into an Agreement subject to TCYC's Regatta Guidelines.

TCYC House Support Vouchers may not be used for payment of race fees.

19.2 A boat that retires from a race shall notify the Race Committee as soon as possible and shall be scored a DNF.

- 19.3 All boats shall be on the TCYC boat register and comply with RRS Yachting Australia Special Regulations Part 1 for Keel, Trail able and Multihull Boats and Part 2 for “Off the Beach” boats.
- 19.4 All skippers of Keel, Trail able and Multihull Boats must submit a current Compliance Form to their Division representative prior to the start of the first race in the summer series. Visiting boats may participate in races with prior permission from the Race Committee.
- 19.5 Boats for which a current Compliance Form is not held shall be scored DNC.
- 19.6 Strong winds – on days of strong winds the following procedures will be carried out to determine whether a race is to be postponed or abandoned.
- 19.6.1 Prior to leaving the jetty the Start Team shall check the wind speed using an appropriate anemometer. Should the reading average over 25 knots over a 1-minute interval, the race will be postponed or abandoned, and the appropriate flags flown from the flagstaff on the lawn area.
- 19.6.2 Prior to raising the “On Station” flag the wind speed will be checked. Should the recording average over 25 knots over a 1-minute interval the race will be postponed or abandoned, and the appropriate flags flown from the start boat.
- 19.6.3 After all fleets have started the wind strength will be checked at 30-minute intervals. From a position within the race area, should the recording average over 25 knots over a 1-minute interval the race will be postponed or abandoned, and the appropriate flag flown from a rescue boat positioned at the windward mark. This will continue until all boats cease racing and return to the beach, the jetty or to their mooring.
- 19.6.4 When the Bureau of Meteorology has issued a Strong Wind Warning or above current for the scheduled race time, the race may be postponed or abandoned.

- 19.6.5 Once a decision to postpone or abandon a race has been made, all boats should remain onshore or return to the shore or to their mooring.

20 EQUIPMENT and MEASUREMENT CHECKS

- 20.1 A boat or equipment may be inspected at any time for compliance with the class rules and sailing instructions.

21 ADVERTISING

- 21.1 Boats may display advertising.

22 OFFICIAL BOATS

- 22.1 Official boats shall not be the subject of redress.

23 RUBBISH DISPOSAL

- 23.1 Boats shall not put rubbish in the water. Rubbish may be placed aboard support and race committee boats.

24 RADIO COMMUNICATION

- 24.1 All boats equipped with radio communications equipment shall monitor distress, safety and calling frequencies. These are HF channel 27 MHz, Channel 88 and VHF channel 16, and respond to appropriate emergency or Race Committee calls.
- 24.2 TCYC call sign is "VM6CR" and race control will be conducted on VHF channel 72.
- 24.3 While racing, a boat shall neither make radio transmissions nor receive radio communications not available to other boats, except in an emergency.

25 PRIZES

- 25.1 Interpretation of the terms under which prizes will be awarded is by the Sailing Committee whose decision is final. Trophy donations made (currently \$25 value) shall be allocated as follows;
- 25.2 **Handicap Race Results** – (For weekly races) to same value to each division race winner. These results will be tabulated & awarded at end of season presentation in voucher form to the combined value of the number of races won.
- 25.3 **Consistency Series** - The boats of the Consistency Series winners will be awarded trophies or vouchers for 1st, 2nd & 3rd placings overall.
- 25.4 **Championship Series** - The boats of the Championship series winners will be awarded club pennants for 1st, 2nd & 3rd placings.
- 25.5 **Ladies Skippers Race** – 1st place in each division on corrected time.
- 25.6 **Catalpa Classic** – 1st Place in each division.
- 25.7 **Ode Saw Trophy/Cockburn Cup/Dvoretzky Cup/Anzac Cup** – 1st place overall in a mixed division.

26. DISCLAIMERS of LIABILITY

- 26.1 Competitors participate in the regatta entirely at their own risk. See RRS 4 Decision to Race. The Organizing Authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during or after the regatta.

27. INSURANCE

- 27.1 Each participating boat shall be insured with valid 3rd party liability insurance with a minimum cover of \$10M for any one incident. Racing risk is recommended. By participating in an event, owners are deemed to have made a declaration that they have such cover.

28. EMERGENCY RESPONSE PROCEDURES (On Water)

In the event of an emergency, the following procedure shall be adhered to;

- Principle Race Officer (PRO) shall assess the situation as quickly as possible.
- PRO is to make the appropriate decisions with consultation with race officials & tower as to the Emergency Response Assessment level and notify Rear Commodore and/or club-based officials & management.
- Should an emergency occur on water which endangers sailors (eg-severe or deteriorating weather, or shark sighting) then the PRO/Instructor shall make the decision to postpone, cancel or abandon sailing and immediately instruct everyone to return safely to their mooring or to the closest shore (not necessarily the clubhouse beach). It may be necessary in some cases (small boats – inexperienced sailors) to take the sailors aboard support craft. If this occurs, then a **BRIGHT GREEN FLOAT** (indicating no-one is aboard this boat) is to be attached to any abandoned boat. Boats shall be retrieved after situation is made safe. Support craft & Tower shall be notified of the situation and instructed to escort boats to safety whilst tower prepares on shore facilities to assist safe return of sailors. Careful monitoring of the numbers on the water are to be accounted for on return to shore by PRO & Tower personnel.
- When an injury to a person is identified, it must be reported to Race Control or their representative taking advice from a First Aider, if possible, then confirm the action to be taken. Ambulance and Doctors to be called if required. NOTE – The First Aid kits are located at the Val St Clubhouse, Committee Boat (“Andrea Christine”) & Pt Peron Hardstand facility.
- On water evacuation is to the On-Shore location (clubhouse) for ambulance & First Aid treatment is at the **Val St Jetty at TCYC**.
- In the event a boat has to be left unattended (eg sailors or sailors taken to shore on support boat), a **BRIGHT GREEN FLOAT** (indicating no-one is aboard this boat) will be attached to the boat with small boats turned turtle whilst race control (boat & tower) are notified. Disabled boats shall be retrieved after situation is made safe.

- An Incident form shall be completed by the PRO or person attending to the incident. Completed forms shall be given to the Race control and submitted to Rear Commodore or Club Manager for action. Forms are kept in the TCYC club filing box located at the club administration office.

SHARK SIGHTING & ACTION GUIDELINES; (Ref: TCYC Document)

Reliable shark sightings shall be deemed as those issued by approved shark sighting authorities & local sea search & rescue groups, as well as those by boat users in the immediate vicinity of TCYC sailing operations. Dependent on shark size, type & location, the PRO shall act as follows;

1. If a shark is over 3m & within 1 km of sailing operations a radio warning is issued to all boats with radios, while support craft shall be alerted to immediately attend boats without radios & inform them of the situation. Smaller, at risk boats & crews shall return to shore with close attendance of support craft. Depending on the severity of situation it may be necessary to evacuate crew from small boats to support craft until the emergency is over. Larger boats will carry on normal sailing operations unless required to attend as support craft.
2. If a shark is between 2m-3m and within 500m of sailing operations, then the same action above is to be followed.
3. If a shark is less than 2m then notification of all boats shall occur whilst maintaining normal sailing operations. Support craft shall maintain close contact with smaller boats & escort them to shore if the need occurs.
4. Should helicopter shark sighting services be in place and a helicopter hovers over, it will sound a siren to warn water users of a shark sighting in the area. Should this occur then smaller boats shall return to shore and support craft shall escort small boats to shore or safety.
5. No-one shall return to the water until the All Clear is given by the RCO.