



Blues Point Yacht Club

Sailing Instructions

2022 – 2023

(adopted 4 August 2022)

1. CURRENCY

- 1.1. These Sailing Instructions (SIs) have effect from their date of adoption and thereafter until amended or revoked.
- 1.2. In these SIs, RRS refers to the [Racing Rules of Sailing \(RRS 2021-2024\)](#)
- 1.3. Where individual BPYC races are also part of another race calendar (such as the Sheep Station Trophy races with Sydney Amateur Sailing Club), they are subject to the SIs issued for that other race (e.g. the SASC's Sheep Station SIs).

2. RULES

- 2.1. Races/events shall be governed by the current version of the rules as defined in the Racing Rules of Sailing (RRS) of World Sailing and the Prescriptions of Australian Sailing and the Australian Sailing Special Regulations Part 1 for Racing Boats and Recommended for Cruising Boats (Special Regulations) except where amended by these SIs.
- 2.2. RRS 90.2(c) is amended as follows:
The Sailing Instructions may be changed provided the change is in writing and advised to potential competitors at least eight hours before the start time of the race/event or, on the water, communicated orally to each boat before her warning signal. Written changes may be provided by email or SMS.
- 2.3. All yachts participating in club sailing activities must comply with the NSW Government health orders, current at the time of the race.

Sailors (including spectators and officials) who have attended any of the reported case locations listed on the NSW Health website should not attend BPYC.

Whenever NSW Health restrictions and requirements are in place, BPYC members and guests will comply with those restrictions and requirements.

See <https://www.nsw.gov.au/covid-19/latest-news-and-updates>

3. COMMITTEES

- 3.1. The Sailing Committee shall be the Race Committee (RC) for the purposes of and within the powers and discretions contained in RRS 90.1.
- 3.2. The Sailing Committee and RC comprises the Commodore, Vice-Commodore, Starter and Principal Race Officer. The Principal Race Officer is nominated for each race and is chosen from among those Committee members participating in the race.
- 3.3. The Protest Committee comprises the Commodore or Vice-Commodore, one BPYC

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Committee member other than the Commodore or Vice-Commodore, and another person with knowledge of the rules of racing to be appointed by the BPYC Committee. The BPYC Committee members are defined in the Constitution. In the event of a conflict of interest existing, other persons eligible to be on the protest committee will substitute, so that there are 3 persons dealing with a protest.

4. RESPONSIBILITIES

- 4.1. All persons taking part in BPYC races and events do so at their own risk and responsibility.
- 4.2. A boat participating in a BPYC race shall have a minimum of two persons (inclusive of the skipper).
- 4.3. The BPYC and its officers, volunteers and members accept no liability for any injury, loss or damage that may be suffered by any competitor and any liability for harm to persons. BPYC gives no express or implied warranty that its races and events and all services relating thereto will be conducted with reasonable care and skill. Attention is drawn to RRS Fundamental Rule 4 that states “***The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.***”
- 4.4. Attention is drawn to Australian Sailing Special Regulation 1.02.1 that states, in part, “The safety of a boat and her crew is the sole and inescapable responsibility of the person in charge who shall do their best to ensure that the boat is fully found, thoroughly seaworthy and manned by an experienced crew who have undergone appropriate training and are physically fit to face bad weather. They must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. They shall ensure that all safety equipment is properly maintained and stowed and that the crew know where it is kept and how it is to be used. ... They shall also nominate a person to take over the responsibilities of the person in charge in the event of their incapacitation.”
- 4.5. Owners and masters of vessels have responsibilities under NSW legislation, particularly the *Marine Safety Act 1998* (MSA 1998) and the *Marine Safety Regulation 2016*. Owners and masters participating in BPYC events should note their responsibilities under the legislation, especially MSA 1998 *Division 2: Duties of masters and owners in case of marine accidents* (see APPENDIX A of these SlS).
- 4.6. Attention is drawn to RRS Fundamental Rule 1.1: “A boat, competitor or *support person* shall give all possible help to any person or vessel in danger.”
- 4.7. It is a requirement that the owner or charterer of a boat holds a current maritime legal liability insurance policy for that boat, when entered in a BPYC race or event, with a recommended sum insured of not less than five million Australian dollars.
- 4.8. All boats must give priority of passage to a vessel displaying an orange diamond.
 - i) participants must maintain a minimum distance of 500m from the bow and 30m from the side or stern of any Seagoing Ship underway;
 - ii) participants must not pass between the bow of any Seagoing Ship and a dedicated Port Authority of NSW escort vessel;
 - iii) participants must maintain a minimum distance of 200m from the bow, and 30m from the sides or stern of any Ferry underway; (see Marine Safety Regulation 2016).
- 4.9. Attention is drawn to RRS 46 of World Sailing and the Prescriptions of Australian Sailing: “Australian Sailing prescribes that ... from 1st January 2022, all persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid Sail Pass, or if an international competitor, be a

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member of club affiliated to a World Sailing recognised Member National Authority”.

- 4.10. The person in charge of a boat is responsible for ensuring that all crew comply with RRS 47: TRASH DISPOSAL
“A competitor shall not intentionally put trash in the water. This rule applies at all times while afloat. The penalty for a breach of this rule may be less than disqualification.” In order that BPYC may be recognised as a good environmental citizen, owners and all crew are encouraged to recycle containers to the maximum extent possible.

5. SPECIAL REGULATIONS

- 5.1. A boat shall comply with any BPYC Safety Addendum in addition to the Category 7 requirements of the Special Regulations or when a particular race or event is subject to a separate Instruction or Category eg., the Don Deller race being Category 4.
- 5.2. Designated representatives of BPYC may inspect a boat at any time under Special Regulation 2.02.2.

6. ENTRIES

- 6.1. A boat entering a series shall complete the BPYC entry form and lodge the completed form not less than 72 hours prior to the first event entered with the appropriate fee, subject to SI 6.3.
- 6.2. A casual entry shall meet all requirements for entry and lodge a completed Casual Entry Form and the appropriate fee not less than 72 hours prior to the race or event entered unless the Vice-Commodore agrees to a later entry.
- 6.3. Subject to SI 14.5, a boat that has entered as a casual entry in a series may subsequently become an entrant in that series upon payment of the full series entry fee less any casual entry fee(s) paid, provided that no more than two races in the series have been completed.
- 6.4. Subject to SI 14.6, late series entries shall be accepted provided no more than two races in the series have been completed, and the full series entry fee has been paid.
- 6.5. The entrance fee for a boat that is entered as a series entrant but subsequently fails ever to start a race in that series shall be refunded an amount determined by the Committee.

7. STARTING PROCEDURE WITH A RACE COMMITTEE BOAT

- 7.1. The approximate time of the start signal shall be in accordance with the race calendar. The Starter may choose to alter the start time at his/her discretion. It is each boat's responsibility to watch carefully for the signal flags from the start boat.
- 7.2. At any time before the starting signal (drop of International Code (IC) Flag P), the Starter may for any reason postpone the start by displaying the IC Flag AP with two sound signals (amends RRS 27.3).
- 7.3. At any time, the Starter after consultation with the Race Committee, if available, may for any reason abandon the race by displaying the IC Flag N with three sound signals (amends RRS 27.3). In addition, the Starter shall announce by VHF radio on the designated frequency that the race has been abandoned.
- 7.4. As per the BPYC's Risk Mitigation Plan, in the event of a Gale Warning or higher being issued by the Bureau of Meteorology for Sydney Enclosed Waters, the race will be abandoned (to be rescheduled on a future date if possible). In the event of a Strong Wind

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Warning (as defined by the Bureau of Meteorology) being issued by the Bureau for Sydney Enclosed Waters, by 8am on the day of the race the Committee will abandon the race. The Committee may also, if it is satisfied for other safety reasons, abandon the race at 8am on the day of the race. In all other circumstances, the entrants will assemble near the start line and 20 minutes prior to the race start time will confer as to whether the race should be abandoned or continue, based on the prevailing conditions at that time.

7.5. RRS 26 is amended as follows:

7.5.1. For handicap and non-handicap starts:

Minutes before Starting Signal	Visual Signal	Sound Signal	Means
10	Hoist IC Flag I	One	Warning Signal
5	Drop IC Flag I; Hoist IC Flag P	One	Preparatory Signal for Race Start
0	Drop IC Flag P	One	Starting Signal

7.6. Except in emergency (Mayday or Pan-Pan), no yacht shall contact the starter between the Warning Signal and the Starting Signal. Except in emergency, the starter has no obligation to respond to any such contact during that period.

7.7. **OCS:** Should a boat cross the start line ahead of their scheduled start time, they are deemed to be OCS and need to return to the start line OUTSIDE either end of the start line and restart. The Starter should alert the boat with 2 hoots of the horn and notify the boat by NAME over the VHF race channel announcing they have started prematurely. If the boat does NOT return and restart, the starter will mark the boat as OCS and the boat will receive a 5 minute penalty.

8. STARTING PROCEDURE WITHOUT A RACE COMMITTEE BOAT

8.1. When a start boat is not present, the starter will be the Commodore, Vice Commodore or other nominated person who will start the race via the VHF race channel.

8.2. Unless the course is shortened via broadcast from the Starter on VHF Channel 77 or alternative Channel 72, the finish line is the same as the start line.

8.3. All other clauses under SI 7 shall apply.

9. FINISHING PROCEDURE

9.1. When the finish line is between the RC boat and a fixed or inflatable buoy, boats will finish between these two marks (the inflatable buoy is not to be confused with the **barge buoy** see clause 9.2).

9.2. When the finish line is between two inflatable buoys, one of which may be a clearance (barge) buoy, set off the RC boat, boats will finish between the buoys.

9.3. When the finish line is between a fixed point (eg, point of an island or a cardinal mark) and a fixed or inflatable buoy or the RC boat, or between two fixed points, boats will finish between the nominated points.

9.4. Inflatable buoys will be removed and the RC boat will depart at 1600hrs (AEST) or 1630hrs (AESDT) or after the last boat has crossed the finish line, whichever occurs first.

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- 9.5. If a race is conducted without a RC boat, boats shall record their own finish time (time of day, not elapsed time), as they cross the imaginary line between Navy Buoy 2 and the NW point of Clark Island, then advise the Race Director by SMS or email.

10. TIME LIMIT

- 10.1. All races/events shall have a time limit set at 1600hrs (AEST) or 1630hrs (AEDST) unless special sailing instructions have been issued that prescribe a different time.
- 10.2. A boat that does not finish within the time limit shall be scored Did Not Finish (amends RRS 35).
- 10.3. If no boat finishes within the time limit, the RC shall abandon the race.

11. SHORTENED COURSES (amends RRS 32)

- 11.1. A course may be shortened at any time before the first boat crosses the finish line (the finish line may be that of the shortened course).
- 11.2. If an RC boat is present, it shall display an IC Flag S and make two sound signals.
- 11.3. The Starter shall announce the shortened course via broadcast on VHF Channel 77 or alternative Channel 72.
- 11.4. The finishing procedure is unchanged (see Finishing Procedure, Clause 9 above).

12. HANDICAPS

- 12.1. BPYC will establish and communicate handicaps for each boat. Handicaps shall be re-calculated after each race.
- 12.2. Handicaps shall either:
- 12.2.1. Stated in minutes after the starting signal when a boat may start; or
 - 12.2.2. Be a correction factor applied to a boat's elapsed time; or
 - 12.2.3. Both
- 12.3. Unless a correction factor is applied, a boat's position over the finish line will be its place in the race.
- 12.4. The Sailing Committee may amend any handicap as and when it sees fit and at its own discretion.

13. ONE BOAT CONSTITUTES A RACE

- 13.1. If one boat starts, sails the course and finishes within the time limit for that race, if any, all boats that finish shall be scored according to their finishing places unless the race is abandoned. If no boat finishes within the race time limit, the race committee shall abandon the race (refer to RRS 35).

14. POINT SCORE

- 14.1. BPYC shall run three point score series during a year, when practicable. They shall consist of the Spring Point Score, the Autumn Point Score and an Overall Point Score.

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Alternatively, a single Point Score Series may be run for an Overall Point Score.

14.2. The Spring and Autumn Point Score Series shall each consist of eight races. The Overall Point Score shall consist of all races in the Spring and Autumn series.
In a single Overall Point Score series of 10 or more races completed, after six races, one result can be dropped and after 10 races, two results can be dropped.

14.3. Points will be allocated to eligible boats as follows:

- 1st place: 1 point
- 2nd place: 2 points
- 3rd place: 3 points
- 4th place: 4 points

and increasing by one point for each following boat.

14.4. Penalties

Name	Type	Penalty
DNF / RET	Points	No of Finishers + 1pt
DNS	Points	No of Finishers + 1pt
DNC	Points	No of Entrants + 1pt
DSQ	Points	No of Entrants + 1pt
OCS *	Time	Finish time + 5 mins

* Refer to Clause 7.7

14.5. A boat that has been entered as a series entrant but subsequently fails ever to start a race in that series shall not be counted as a series entrant.

14.6. To be awarded points, a boat must be a series (not casual) entry, and its owner must be a BPYC member.

14.7. In allocating points, places of casual entrants, and series entrants whose owners are not members of BPYC, shall be disregarded but they shall receive prizes in accordance with their place.

Note: This recognises that a boat meeting AS and BPYC entry requirements, may race with BPYC as a casual or series entry, notwithstanding that its owner is not a member of BPYC.

14.8. A boat that entered as a casual entrant and subsequently changed to a series entrant shall, from the date of the change, be eligible to participate in the point score, and any previous races entered as a casual entrant will be scored equal to the final number of entrants before the change, plus 1. When two or more casual entrants change to series entrants, the RC shall determine the precedence of entry based on the date and time of the entry.

14.9. A boat that has entered as a late entrant shall, from the date of the entry, be eligible to participate in the point score, and for any races held prior to the date of entry, shall be awarded points equal to the final number of series entrants, plus 1. When two or more late entrants join the point score, the RC shall determine the precedence of entry based on the date and time of the entry.

14.10. At the end of each of the Spring and Autumn Point Score Series, each boat shall discard its worst result. DNS and DNF shall be allowed as one discard; DSQ shall not.

14.11. At the end of the Overall Point Score Series, each boat that entered shall discard its two worst results. These may include DNS and DNF. No DSQs shall be allowed as discards.

14.12. The name of the winner of the Overall Point Score Series shall be engraved on the shield kept at the BPYC.

14.13. Series ties shall be resolved in accordance with RRS A8.

15. ALTERNATIVE PENALTIES

15.1. Alternative penalties for infringing Part 4 of the RRS shall apply unless otherwise notified.

15.2. Alternative penalties shall not apply where serious damage has occurred.

15.3. The BPYC Committee will be the sole arbiter of SI Rule 12.4.

16. PROTESTS AND REQUEST FOR REDRESS

Note: *In the interest of camaraderie and good sportsmanship at BPYC, every effort should be made to resolve a dispute amicably before a formal protest is launched.*

16.1. All protests and redress shall be conducted, as per RRS 60, RRS 61 and RRS 62 except as amended here.

16.2. The protesting boat shall inform the other boat on water or at the earliest reasonable opportunity.

16.3. Protests shall be in writing and submitted to the Commodore, or the Vice Commodore or in their unavailability another member of the Club Committee.

16.4. The time limit for a written protest to be lodged at the BPYC is two hours after the Protestor's race finishing time, but no later than 1830hrs on the day of the alleged incident.

16.5. The boat protested against should be immediately notified by the Committee member, verbally, or by text message or by email, that the protest has been lodged and the alleged infringement incident.

16.6. RRS Appendix T2 Arbitration will apply.

16.7. If the protest situation still exists at the conclusion of the arbitration meeting, the protest will be heard by a Protest Committee.

16.8. At the conclusion of the above processes, all of which would preferably be conducted at the Club 'Club House', the race result shall then be declared (or amended if results were declared before the protest was lodged).

17. PROHIBITED AREAS/OBSTRUCTIONS

17.1. For the purposes of RRS 19 the following are continuing obstructions and prohibited areas:

17.1.1. The area of Sow and Pigs Reef enclosed by an imaginary line joining all four of the cardinal marks surrounding the Reef in sequence N, E, S, W.

17.1.2. The non-safe water side of a cardinal mark.

17.1.3. The area between the Shark Island AS mark and Shark Island when Shark Island AS mark is a mark of the course.

17.1.4. The area between Bradleys Head and the Safe Water Mark SSE of Bradleys Head (also known as the 'Kentucky Fried' mark) when heading North or East (e.g. from Fort Denison towards North) i.e. boats must pass the mark to Port.

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- 17.1.5. Areas enclosed by private moorings and between moorings and the adjacent shore. Blue “police” buoys are considered private moorings.
 - 17.1.6. Areas enclosed by “yellow” buoys placed by NSW Maritime and other authorities such as at Garden Island, surrounding waterfront operations, and surrounding geotechnical platforms.
 - 17.1.7. Between the naval barges and their moorings/piles and between the barges or their moorings/piles and the shore at Spectacle Island is prohibited.
 - 17.1.8. The area between the Western tip of Spectacle Island and the first of the naval moorings/piles to the North East.
 - 17.1.9. The area between the Beacon Buoy and Spectacle Island.
 - 17.1.10. The area between Goat Island and the red channel marker to its North.
- 17.2. Yachts breaking Sailing Instruction 17 may retrace their course until outside the restricted area then do a Two Turns Penalty. If they fail to do this and are protested by another yacht they will be classed as DNF.

18. COMMUNICATION

- 18.1. The starter/RC shall monitor VHF Channel 77 during all races/events. VHF Channel 72 is an alternative if Channel 77 is busy.
- 18.2. Each yacht shall monitor VHF Channel 77, or its alternative VHF Channel 72 if in use, between 30 mins before the Starting Signal and 10 minutes after it crosses the finish line or withdraws from the race/event.
- 18.3. Any yacht withdrawing from a race/event shall advise the Starter/RC on VHF Channel 77, or its alternative VHF Channel 72 if in use. If no response is received on VHF, contact via mobile phone is acceptable.

Key Responsibilities of Owners and Masters under NSW Legislation in regard to Accidents

Marine Safety Act 1998 and Marine Safety Regulation 2016 [both NSW]

Owners and masters participating in BPYC events should note their responsibilities under the legislation, especially Marine Safety Act 1998 *Division 2: Duties of masters and owners in case of marine accidents* which states, in part:

98 Requirements of masters in case of accident involving vessels

- (1) The master of a vessel involved in a marine accident involving 2 or more vessels or the death of or injury to any person:
 - (a) must stop the vessel, and
 - (b) must give any necessary assistance that the master is able to give to any person injured or vessel damaged in the accident.
- (2) The master of a vessel involved in a marine accident, if required to do so by any person having reasonable grounds for so requiring:
 - (a) must produce any marine safety license required under this Act to be held by the master, and
 - (b) must give particulars of his or her name and place of residence, the name and address of the owner of the vessel, the name of the vessel and any distinguishing number that is, or is required to be, displayed on the vessel by law.
- (3) The master of a vessel involved in a marine accident, if required so to do by any authorised officer, must give such particulars of the marine accident as the officer requires and the master is able to give.

98A Requirements of masters of recreational vessels to render assistance

The master of a recreational vessel who has reason to believe that 1 or more persons are in distress on a vessel at sea:

- (a) must cause the vessel to proceed as fast as practicable to the assistance of the person or persons, and
- (b) must, where practicable, inform the person or persons that the vessel is proceeding to their assistance, and
- (c) must give any necessary assistance that the master is able to give to any person or persons in distress.

Note 1. A failure to comply with the requirements of this section or of any other provision of this Division does not constitute an offence if there was a reasonable excuse for that failure—see section 102.

99 Duty to report marine accidents to Minister

- (1) When a marine accident occurs in connection with a vessel, the master of that vessel (and the owner of the vessel if aware of the accident) must send a report to the Minister containing particulars of the accident as soon as practicable by the quickest means available.
- (2) A report is not required to be sent:
 - (a) if a report of the marine accident has already been sent by the owner or master, or
 - (b) in any other case prescribed by the regulations.

BPYC Note: Under Regulation 139, a report is not required to be sent under Section 99(1) of the Act unless the accident results in any of the following:

- (a) injury to any person or a fatality;
- (b) damage to property costing more than \$5,000;
- (c) damage, or risk of damage, to the environment.

- (3) After receiving a report of a marine accident, the Minister may require further information from the owner or master of a vessel involved in the accident to determine whether an investigation should be ordered into the marine accident.

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100 Marine accident particulars

The particulars of a marine accident required to be furnished or reported under sections 98 (3) and 99 are as follows:

- (a) the time, place and nature of the marine accident,
- (a1) an explanation of the circumstances of the marine accident,
- (b) the name and distinguishing number (if any) of each vessel involved in the marine accident,
- (c) the name and address of each person who was involved in or was a material witness to the marine accident,
- (d) any loss of life or the estimated extent of any injury or damage resulting from the marine accident.

101 Preservation of evidence

The owner or master of a vessel involved in a marine accident (or other person concerned in the accident) must take all reasonable measures to preserve any evidence relating to the marine accident (including nautical charts, log books and other documents) if he or she has reason to believe that the evidence may be required for an investigation into the marine accident.

Note.

The Interpretation Act 1987 provides that documents include computer and other electronic records.

COURSES

The course will be determined by the Race Committee approximately one hour prior to the start and advised to entrants by course flag on the RC boat or by the Starter on VHF radio on Channel 77 or the alternate Channel 72.

Course	Wind Conditions
BPYC Course 1 Distance: 8.83 NM	North, North Easterly or South West to South Greater than 10 knots
BPYC Course 2 Long Distance: 10.67 NM	North North East to East North East or West South West to South West Less than 10 knots
BPYC Course 2 Short Distance: 5.28 NM	North North East to East North East or West South West to South West Less than 10 knots
BPYC Course 3 Distance: 8.80 NM	North, North Easterly or South West to South Greater than 10 knots
BPYC Course 4 Distance: 11.11 NM	Variable Conditions Greater than 10 knots
BPYC Course 5 Long Distance: 7.52 NM	Westerly or Easterly Greater than 10 knots
BPYC Course 5 Short Distance: 3.75 NM	Westerly or Easterly Less than 10 knots
BPYC Course 6 Long Distance: 8.93 NM	North East or West to South West Greater than 10 knots
BPYC Course 6 Short Distance: 4.54 NM	North East or West to South West Less than 10 knots