



Blues Point Yacht Club Don Deller Race Weekend 19 - 20 February 2022 Sailing Instructions

BPYC invites boat owners from its own fleet and from other clubs affiliated with Australian Sailing to enter the **2022 DON DELLER OFFSHORE RACE** from Port Jackson to Broken Bay, then berth overnight at Royal Motor Yacht Club Broken Bay.

Post-race, competitors, crew and friends are invited to join the BPYC pre-dinner drinks on the 1st floor balcony of RMYC, followed by dinner in the RMYC Brasserie at their own cost. The winner of the Don Deller Trophy will be announced during the dinner.

Finishing times will be corrected using TCFs determined by based on SailSys handicapping system.

Prizes will be awarded to 1st, 2nd and 3rd place.

Each boat competing in the OFFSHORE Race must hold a current, audited Category 4 Safety Certificate and suitable insurance cover of not less than \$10 million.

1 RULES

- 1.1 The Race 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 (effective 1 July 2021) and Recommended for Cruising Boats (Special Regulations) except where amended by these SIs.
- 1.2 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 COMMITTEES

- 2.1 The Sailing Committee shall be the Race Committee (RC) for the purposes of and within the powers and discretions contained in RRS 90.1.
- 2.2 The Sailing Committee and RC comprises the Commodore, Vice-Commodore, Starter and Principal Race Officer. The Principal Race Officer (PRO) who may also be the Starter is nominated for each race and is chosen from among those Committee members participating in the race. For this race, the PRO is Michael Jansen 0411 100093 will be communicating via VHF Channel (Ch) 77, the alternate Ch is Ch 73.
- 2.3 The Protest Committee comprises the Commodore or Vice-Commodore, one BPYC Committee member other than the Commodore or Vice-Commodore, and an external expert to be

appointed by the BPYC Committee. The BPYC Committee members are defined in the Constitution.

3 RESPONSIBILITIES

- 3.1 All persons taking part in BPYC races and events do so at their own risk and responsibility.
- 3.2 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 Rule 3 (DECISION TO RACE) that states
“The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.”
- 3.3 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. He must be satisfied as to the soundness of hull, spars, rigging, sails and all gear. He 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. ... He shall also nominate a person to take over the responsibilities of the person in charge in the event of his incapacitation.”
- 3.4 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 SIs).
- 3.5 Attention is drawn to RRS Fundamental Rule 1: **“A boat, competitor or support person shall give all possible help to any person or vessel in danger.”**
- 3.6 It is recommended 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 sum insured of not less than ten million Australian dollars.
- 3.7 All boats must give priority of passage to a vessel displaying an orange diamond.
- 3.8 All boats must maintain a minimum distance of 500m from the bow of any oil tanker or sea-going cruise ship and 200m from the bow of any other sea-going commercial vessel or ferry operating in accordance with and approved schedule, and no less than 30m from the sides/stern of any ship or ferry underway (see Marine Safety Regulation 2016).
- 3.9 Attention is drawn to RRS 46: Person-in-Charge to have an Australian Sailing Number (SIN) and all crew holding a SIN or Sail Pass. Attention is also drawn to RRS 75:
To enter an event, a boat shall comply with the requirements of the organizing authority of the event. She shall be entered by:
a) a member of a club or other organization affiliated to a World Sailing member national authority,
b) such a club or organisation, or
c) a member of a World Sailing member national authority.
- 3.10 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.

3.11 Competitors are required to notify the Organising Authority of any contact incident occurring during racing regardless of whether it results in a Protest or a report to NSW Roads and Maritime Services.

3.12 Each boat shall be crewed by a minimum of two persons.

4 FURTHER SAFETY REQUIREMENTS AND ADVICE

4.1 Weather Dependency

This event will be postponed if, on the race morning or day prior, the forecast wave height is greater than 2.5 metres or if BOM has issued a Strong Wind Warning for Coastal Waters between Port Jackson and Pittwater, or for Sydney Closed Waters. A postponement decision will be communicated by SMS to each entrant as early as possible before the race but not later than 0800 hours on race day. It will also be broadcast on VHF Ch77 or alternate Ch 73 if in use, if the race is postponed after entrants have assembled at the starting line.

4.2 Safety Briefing

Prior to departing Port Jackson, (and prior to departing Pittwater for any new crews making the return voyage), skippers shall provide their crew with a safety briefing (location and use of safety gear, man overboard (MOB) procedures including if skipper is MOB, starting and stopping the motor, etc). A suitable safety briefing can be found at [Safe-Skipper.com](https://www.safe-skipper.com).

4.3 Log On/Log Off with Marine Rescue

Each vessel shall log-on and log-off with Marine Rescue (VHF Channel 16 or via the [Marine Rescue app](#)) prior to departing Port Jackson and on arrival at Pittwater, and vice-versa for the return journey.

4.4 Caution - Particular Hazards

Particular hazards between Port Jackson and Barrenjoey Head include, but are not restricted to:

- South Reef (33°49.92'S 151°16.91'E) on departing harbour
- Long Reef (33°44.54'S 151°19.58'E) off Collaroy
- Little Reef (33°39.68'S 151°19.98'E) south of Newport Beach
- Bommies to North and Northwest of Barrenjoey Head.

Skippers should also be alert for buoys connected to traps. In 2018, a large headsail was seen floating just below the surface off Barrenjoey, so expect the unexpected!

4.5 Return Voyage

Any return voyage to Port Jackson after the race is not part of this event. Any information given above in regard to the return voyage is solely for the purpose of helping to provide safe passage.

5 SPECIAL REGULATIONS

5.1 A boat shall comply with Safety requirements of the Australian Sailing Special Regulations Part 1 for Racing Boats (effective 1 July 2021).

5.1.1 Each boat competing in the OFFSHORE Race must hold a current, audited Category 4 Safety Certificate and suitable insurance cover of not less than \$10 million.

5.2 Designated representatives of BPYC may inspect a boat under Special Regulation 2.02.

6 STARTING PROCEDURE

- 6.1 The start line is the transit of Obelisk Beach and the AS mark in Obelisk Bay, Port Jackson, designated as OB in the current "[BPYC Chartlet for Port Jackson 20200826](#)". Boats will be deemed to have started upon rounding the OB mark to Starboard
- 6.2 The PRO will on station in the vicinity of the AS mark (Michael Jansen 0411 100093).
- 6.3 The approximate time of the starting signal will be **1030hrs**. The Starter may alter the start time at his discretion.
- 6.4 At any time before the starting signal the Starter may for any reason **postpone** the start by displaying the IC Flag AP with two sound signals (RRS 27.3). In addition, the Starter shall announce by VHF Ch77 or alternate Ch 73, that the race has been delayed.
- 6.5 At any time the Starter, after consultation with the Race Committee if available, may for any reason **abandon** the race by three sound signals (amends RRS 27.3). In addition, the Starter shall announce by VHF Ch77 or alternate a Ch 73, that the race has been abandoned.
- 6.6 RRS 26 is amended as follows:

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

In the event a start boat is not available, the start will be made by either the Commodore or Vice Commodore on VHF Ch77 or alternate channel is Ch 73, as below.

Minutes before Starting Signal	Sound Signal	Means
	By VHF Ch77	10 Sec countdown to the 10 min signal
10	One	Warning Signal
5	One	Preparatory Signal for Race Start
	By VHF Ch77	10 Sec countdown to the start
0	One	Starting Signal

- 6.7 Except in emergency (Mayday or Pan-Pan), no boat 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 FINISHING PROCEDURE

- 7.1 The finishing line is the transit between the SE point of Lion Is. and the western point of Barrenjoey Head.
- 7.2 Boats need to record their own finish time as they cross the transit of the SE point of Lion Is. and the western point of Barrenjoey Head. SMS your finish time to the PRO on 0411 100 093).

8 SHORTENED COURSES (amends RRS 32)

- 8.1 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).
- 8.2 The Race Finish Committee boat shall announce the shortened course via broadcast on VHF Channel 77 or alternative Channel 73.

9 RACE TIME LIMIT AND SCORES (RRS 35)

- 9.1 The time limit for the race is 16:00hrs.
- 9.2 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.

10 HANDICAPS

- 10.1 Handicaps using SailSys System will be a correction factor applied to a boat's elapsed time.
- 10.2 BPYC will establish and communicate handicaps for each boat prior to the race.

Sail No.	Name	Skipper	Club	Handicap
CAT 4 Start: 10:30				
USA148	Blue Sky		BPYC	0.9943
M138	Conquista		GFS	0.8687
43	Good As Gold		BPYC	0.8700
7075	Martela		BPYC	0.9762
661	Starfire	Ragn Babington	GFS	0.8865

Handicaps will be updated when entries are finalised ... this as an example

11 ONE BOAT CONSTITUTES A RACE

- 11.1 When only one boat starts and sails the course and finishes within the time limit, it shall be declared the winner and the race shall not be abandoned (RRS 32.1).

12 PENALTIES

12.1 Penalties shall be taken as soon as possible to the time of incident as per RRS 44.

13 PROTESTS AND REQUEST FOR REDRESS

- 13.1 All protest shall be made, and Protest meetings conducted, as per the RRS except as amended here.
- 13.2 Protests shall be in writing and submitted to the commodore, or the vice commodore or in their unavailability another member of the Club Committee.
- 13.3 The time limit for a written protest to be lodged to BPYC is two hours after the Protestor's race finishing time, but no later than 1800hrs on the day of the alleged incident.
- 13.4 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.
- 13.5 RRS Appendix T Arbitration will apply.
- 13.6 If the protest situation still exists at the conclusion of the arbitration, the protest will be heard by a Protest Committee.
- 13.7 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."

14 PROHIBITED AREAS/OBSTRUCTIONS

14.1 For the purposes of RRS 19 the following are continuing obstructions and prohibited areas. Special mention is to note the continuing obstruction of Long Reef:

15 COMMUNICATION

- 15.1 All boats, including Committee Boats, shall:
 - 15.1.1 Monitor and use VHF Ch 77; use VHF Ch 73 if Ch 77 is busy.
 - 15.1.2 Monitor VHF Ch 16 (dual watch with Ch 77 or alternative Ch 73, if in use).
 - 15.1.3 As a minimum, monitor the above-mentioned channels between 30 mins before starting and 10 minutes after finishing or until notifying the PRO if withdrawing from the event.
- 15.2 Any boat withdrawing from the race shall advise the Race Start or Race Finish Committee Boat (notifying the relevant boat depending on the time of withdrawal) on VHF Ch 77, or its alternative VHF Ch 73 if in use. Alternatively call the PRO on 0411 100 093

Attachments

- 1. [BPYC Chartlet for Port Jackson 20200826](#)

16 Appendix A

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

Marine Safety Act 1998 [NSW] and Marine Safety Regulation 2016 [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 licence](#) 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.

Note : 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](#).

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 : 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](#).

Note 2 : Similar requirements apply to [masters](#) of [commercial vessels](#)--see [section 85](#) of the *Marine Safety (Domestic [Commercial Vessel](#)) National Law* of the Commonwealth as applied by [section 9C](#) of this Act.

99 Duty to report [marine accidents](#) to Minister

http://classic.austlii.edu.au/au/legis/nsw/consol_act/msa1998145/s94.html#marine_accident

- (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.

- (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](#).

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.

[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.

[102 Offence](#)

A person who:

- a) without reasonable excuse fails to comply with any provision or requirement of this Division,
or
- b) furnishes any particulars or information under this Division that the person knows to be false or misleading, is guilty of an offence.