



## SAILING INSTRUCTIONS

The notation '[NP]' in a rule of the sailing instructions (SIs) means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a).

The notation '[DP]' in a rule in the SI means that the penalty for a breach of that rule may, at the discretion of the protest committee, be less than disqualification.

### 1 RULES

- 1.1 All races conducted by Manly 16ft Skiff Sailing Club ('Club' or 'M16SSC') will be governed by the 'rules' as defined by the 2021-2024 World Sailing Racing Rules of Sailing (RRS)(as amended), the Prescriptions and Special Regulations (Part 2) of Australian Sailing (AS), the Club Constitution, Sailing By-Laws (SBL), Policy Documents and Manuals of the Club, the rules of the relevant 16ft Skiff and 13ft Skiff Class Associations except as any of these are changed by this Notice of Race ("NoR") or are altered by the Sailing Instructions.
- 1.2 Clauses 12.2, 12.3 or 12.4 of the Australian 13ft Skiff Association Class Rules defining the age eligibility for a skipper or crew will not apply in any Point Score or Non-Point Score (NPS) races held by the Club. If however, two males are sailing together, one must not be older than 26 years of age at the commencement of the current sailing season.

### 2 CHANGES TO SAILING INSTRUCTIONS

Any change to the sailing instructions will be posted before 1100 on the day it will take effect, except that any change to the schedule of races will be posted by 2000 on the day before it will take effect via the official WhatsApp group.

### 3 COMMUNICATIONS WITH COMPETITORS

- 3.1 Notices to competitors will be posted on the official notice board located at <https://manly16s.com.au/port-jackson-championship/>
- 3.2 WhatsApp may also be used and the provided primary boat contact mobile number will be used.
- 3.3 On the water, the race committee intends to monitor and communicate on VHF channel 71.
- 3.4 [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

### 4 CODE OF CONDUCT

- 4.1 [DP] Competitors and support persons shall comply with reasonable requests from race officials.
- 4.2 [DP] Competitors and support persons shall [handle any equipment or place advertising provided by the organizing authority with care, seamanship, in accordance with any instructions for its use and without interfering with its functionality.

### 5 SIGNALS MADE ASHORE

- 5.1 Signals made ashore will be displayed at the flag pole located on the deck of the Manly 16ft Skiff Sailing Club.
- 5.2 When flag AP is displayed ashore, '1 minute' is replaced with 'not less than 45 minutes' in Race Signals AP.
- 5.3 Photos of any signals made ashore will be posted to the official WhatsApp group.

### 6 SCHEDULE

6.1

Competitors' Briefing	1130
16ft Skiff Warning Signal	1330
13ft Skiff Warning Signal	1330
No Warning Signal After	1530
Social & Awards at Manly 16s	After racing

- 6.2 The competitors' briefing will be held via a digital conferencing service which will be provided to the email provided during registration.

## **7 CLASS FLAGS**

- 7.1 The Class Flag for the 16ft Skiff division will be a white flag with '16' superimposed in black.  
7.2 The Class Flag for the 13ft Skiff division will be a white flag with a red 13ft Skiff emblem.

## **8 RACING AREA**

The racing area will be on the waters of Port Jackson and are also described in Attachment B.

## **9 COURSES**

- 9.1 The courses to be sailed are described in Attachment A.  
9.2 No later than the warning signal, the race committee signal vessel will display the course to be sailed.

## **10 MARKS**

- 10.1 Rounding marks are described in Attachment A.  
10.2 The port end starting mark will be either an orange inflatable cylindrical buoy or the flagstaff on an anchored boat displaying an orange flag.  
10.3 The port end starting mark for the 13ft Skiff Class will be a blue inflatable cylindrical buoy.  
10.4 The finishing mark will be a blue inflatable cylindrical buoy and is described further in SI 13.

## **11 OBSTRUCTIONS**

- 11.1 The following areas are designated as obstructions:
- The area of water inside the registered moorings adjacent to the Forty Baskets Beach shoreline in North Harbour
  - The area of water inside the registered moorings in Hunters Bay (Balmoral)
  - The area bounded by the cardinal markers around Sow & Pigs Reef
  - Between the cardinal mark located SE of Shark Island, and the closest point ashore on Shark Island
  - Between the cardinal mark located NW of Shark Island, and the closest point ashore on Shark Island
  - Between Fl(3) R located to the N of Shark Island, and the closest point ashore on Shark Island
  - Between the cardinal mark located NE of Bradleys Head, and the closest point ashore
- 11.2 Any boats observed to have crossed the obstructions in 11.1 may be disqualified without a hearing. This changes RRS 63.1.

## **12 THE START**

- 12.1 For NE and N courses, the starting area shall be the Sound.  
12.2 For S, SE, and E courses, the starting area shall be Manly Cove.  
12.3 For W, NW, and SW courses, the starting area shall be Little Manly Cove.  
12.4 The starting line will be between a staff displaying an orange flag on the Race Committee boat at the starboard end and the start mark at the port end.  
12.5 A boat starting later than ten minutes after the starting signal will be scored DNS. This changes RRS A4.

## **13 THE FINISH**

- 13.1 The finish line for all courses shall be in Manly Cove.  
13.2 The finish line will be between a staff displaying a blue flag on a race committee vessel and a blue mark set to the west.

## **14 PENALTIES**

RRS 44.1 is changed so that the Two-Turns Penalty is replaced by a One-Turn Penalty.

## **15 TIME LIMITS**

- 15.1 [NP] The race target time for all 16ft Skiff courses will be 120 minutes.  
15.2 [NP] The race target time for all 13ft Skiff courses will be 120 minutes.  
15.3 The race time limit for the first boat in each class to start and finish is 180 minutes.  
15.4 The finishing time limit for all skiffs is 60 minutes after the first boat in that class sails the course and finishes.

## **16 PROTESTS**

- 16.1 Appendix T – Arbitration, will apply.  
16.2 For each class, the protest time limit is 60 minutes after the last boat in that class finishes the race. The time shall be posted on the official notice board.  
16.3 Protest forms are available from the Manly 16ftSSC Office.

## 17 SCORING

- 17.1 One race constitutes a series.
- 17.2 [NP] Appropriate handicaps using the Time Correction Factor (TCF) will be assigned by the Manly 16ftSSC Handicapping Committee and may factor in performance at Nationals, States, and other relevant information in their assignment.
- 17.3 A handicap and scratch result will apply.

## 18 [NP] SAFETY

- 18.1 All boats shall sign on before the warning signal, but no earlier than 0900 hours, and no later than 90 minutes before the first warning signal. The sign on/sign off sheet is located at <https://manly16s.com.au/sign-on-sign-off/>
- 18.2 All boats shall sign off no later than the end of the protest time limit. The sign on/sign off sheet is located at <https://manly16s.com.au/sign-on-sign-off/>
- 18.3 If a boat forgets to sign on, they may travel past the race committee start boat and verbally sign on.
- 18.4 [DP] Failure to sign-on may result in a forfeiture of up to 50% of any prize money won.
- 18.5 [DP] Failure to sign-off may result in a forfeiture of up to 50% of any prize money won.
- 18.6 [DP] Lifejackets shall be worn at all times by competitors as defined in [AS Special Regulations – Part 2 for Off the Beach Boats](#).
- 18.7 All boats shall carry the following:
- A shackle key to unfasten or unrig
  - A sheathed knife capable of cutting webbing and rope which shall be located in an accessible position
  - An orange flag (approx. size of 600mm x 200mm) to be displayed or waved in an overhead arc in case of immediate emergency assistance
- 18.8 Additional safety requirements are included in Attachment C.

## 19 PRIZES

- 19.1 Prize money shall be awarded in accordance with the prize money schedule published at: <https://manly16s.com.au/port-jackson-championship/>
- 19.2 The winner of the 16ft Skiff Handicap division shall be declared the 2023 Port Jackson Championship winner.

## 20 RISK STATEMENT

- 20.1 This RISK STATEMENT is issued jointly by the Club and Transport for NSW, pursuant to the *Civil Liability Act 2002* (NSW) to all persons wishing to participate in the sailing activities conducted by Manly 16ft Skiff Sailing Club.
- 20.2 Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.
- 20.3 As an indication, these risks may include, but are not limited to:
- a) The extremes of weather and sea conditions;
  - b) The potential that control of vessels may be lost, resulting in collision with objects and other vessels;
  - c) The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning;
  - d) The possibility that participants may be injured by equipment on the vessel;
  - e) The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available;
  - f) Exposure to the elements for extended periods.
- 20.4 The Club and Transport for NSW also warn participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress. Participants are warned to consider the above risks and all other risks before deciding to participate in any sailing event with the Club.
- 20.5 Marks - Competitors are advised that there are four cardinal marks in the areas near Dobroyd Head. These are Pile 8 at Fairlight, and Bombora marks 5, 10 and 11.

## 21 DISCLAIMER OF LIABILITY

- 21.1 Competitors participate in all Club races entirely at their own risk. Attention is drawn to Fundamental Rule 3 of the RRS which states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone'.
- 21.2 The Club, its officers and servants, will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after racing, nor for the seaworthiness of a boat whose entry is accepted, or the sufficiency or adequacy of its equipment, or for damage which might result from competing in Club events.
- 21.3 The person who signs and lodges the boat's entry form warrants the Club that he/she will draw to attention of any person onboard SI 22 - RISK STATEMENT.

21.4 The person who signs and lodges the boat's entry form acknowledges receipt of SI 20 RISK STATEMENT and releases the Club from any claim or liability whatsoever for any harm or personal injury suffered, by him/her or any person claiming through him/her in any event conducted by the Club.

**22 INSURANCE**

All boats shall have a minimum of AUD \$10 million public liability insurance covering the use of the boat while racing.



## ATTACHMENT A COURSES & DESCRIPTION of MARKS

<b>16ft SKIFF COURSES</b>											
<b>COURSE</b>	<b>WIND DIR</b>	<b>ROUNDINGS</b>									<b>DISTANCE</b>
<b>1</b>	<b>N, NE</b>	START	MC (S)	SPR (S)	SI (S)	GI (S)	SPR (P)	LMC (P)	RP (S)	FINISH	≈ 13.9nm
<b>2</b>	<b>S, SE, E</b>	START	SPR (S)	SI (S)	KP (P)	SI (P)	SPR (P)	LMC (P)	RP (S)	FINISH	≈ 13.9nm
<b>3</b>	<b>W, NW, SW</b>	START	RP (S)	LMC (S)	SPR (S)	SI (S)	KB (P)	SI (P)	SPR (P)	FINISH	≈ 13.9nm

(P) designates a Port rounding, (S) designates a Starboard rounding

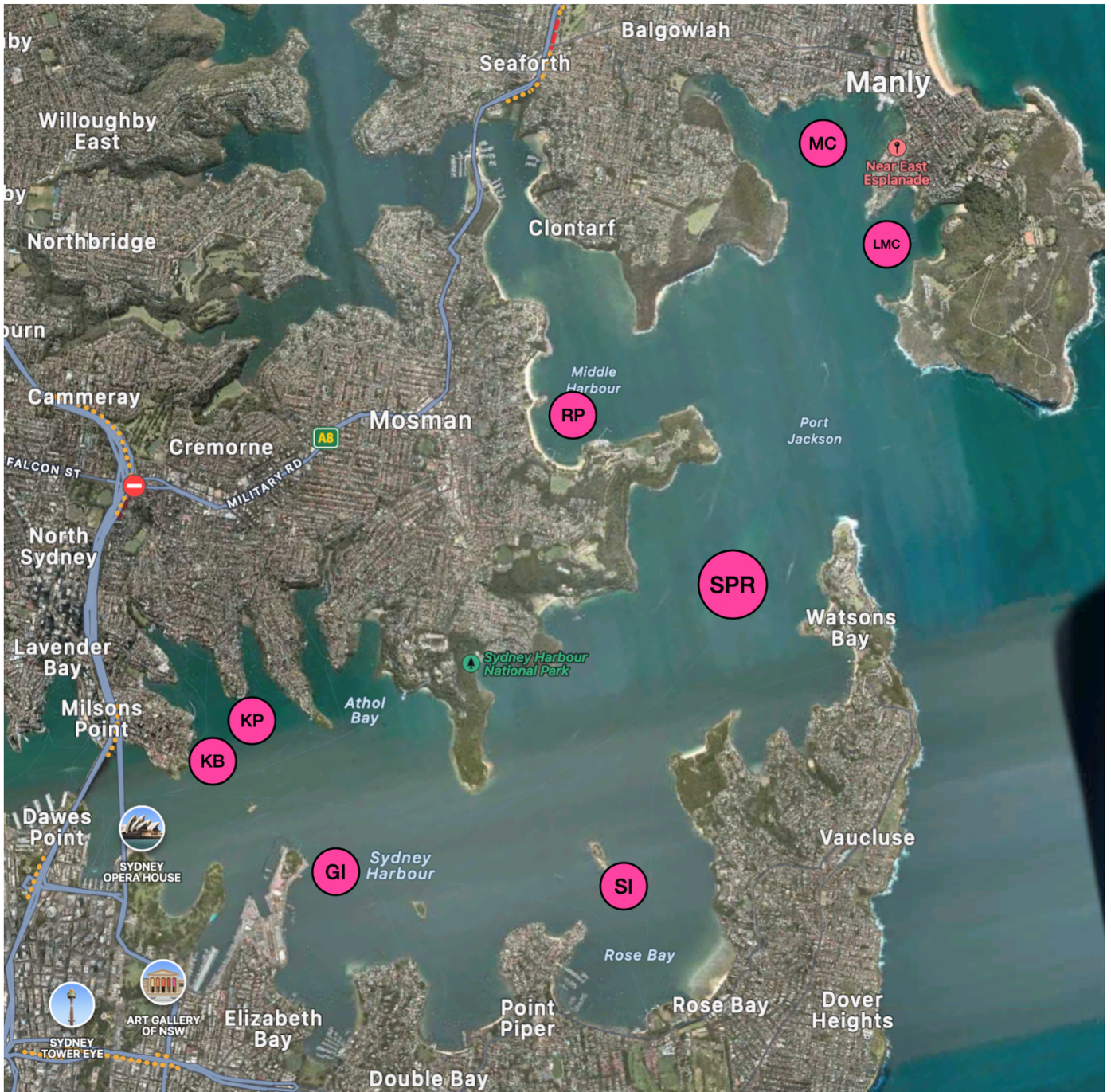
<b>13ft SKIFF COURSES</b>											
<b>COURSE</b>	<b>WIND DIR</b>	<b>ROUNDINGS</b>									<b>DISTANCE</b>
<b>1</b>	<b>N, NE</b>	START	MC (S)	SPR (S)	SI (S)	GI (S)	SPR (P)			FINISH	≈ 10.2nm
<b>2</b>	<b>S, SE, E</b>	START	SPR (S)	SI (S)	KP (P)	SI (P)	SPR (P)			FINISH	≈ 11.0nm
<b>3</b>	<b>W, NW, SW</b>	START	RP (S)	LMC (S)	SPR (S)	SI (S)	SPR (P)			FINISH	≈ 10.0nm

(P) designates a Port rounding, (S) designates a Starboard rounding

<b>MARK</b>	<b>DESCRIPTION</b>
<b>GI</b>	Inflatable pink mark with green/white skirt set to the East of Garden Island
<b>KB</b>	Inflatable pink mark with green/white skirt set to the North East of Kirribilli Point
<b>KP</b>	Inflatable pink mark with green/white skirt set to the South of Kurraba Point
<b>LMC</b>	Inflatable pink mark with green/white skirt set to the South West of Little Manly Point
<b>MC</b>	Inflatable pink mark with green/white skirt set in Manly Cove
<b>RP</b>	Yellow AS marker set in the vicinity of Rocky Point
<b>SI</b>	Yellow AS marker set to the South East of Shark Island
<b>SPR</b>	The area of Sow and Pigs Reef enclosed by all four of the Cardinal Marks surrounding the Reef in sequence N, E, S and W



## ATTACHMENT B RACING AREA

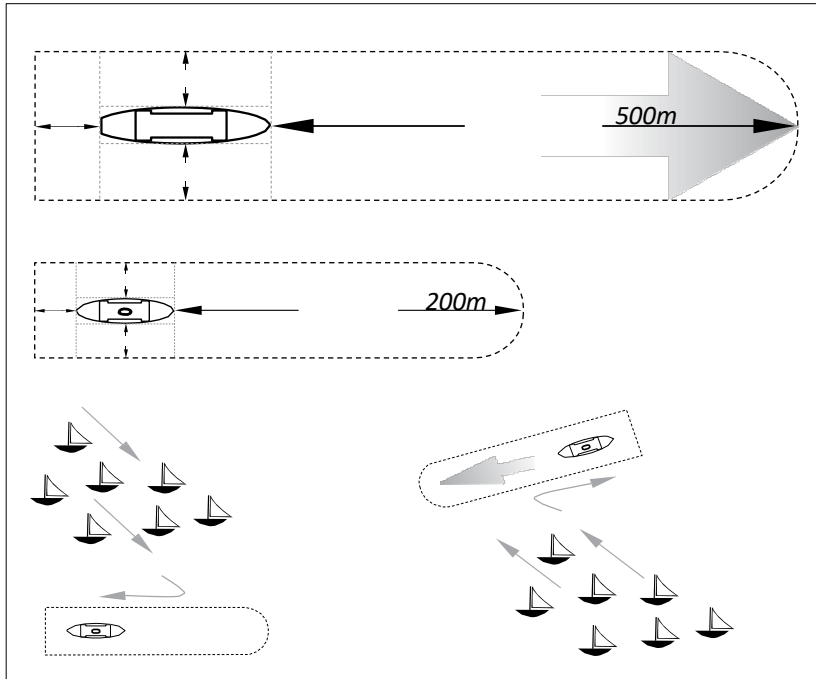


## ATTACHMENT C – Ship & Ferry Activated Exclusion Zone

*(Transport for NSW Exemption Order Condition)*

### C.1 Additional Conditions for Sailing Events

- All competitors must maintain a minimum distance of 500m from the bow of any ship<sup>1</sup> and 200m from the bow of any ferry<sup>2</sup> and no less than 30m from the sides/stern of any ship or ferry underway.
- Failure to do so will result in disqualification.



- 1 Oil tankers & seagoing Cruise ships
- 2 Other seagoing commercial vessel or a Ferry operating in accordance with an approved timetable and displaying an orange diamond shape

Sailors are reminded that activity contrary to Maritime Legislation, Exemption Order Conditions or failure to report on-water incidents may result in the cancellation of the Club's Exemption Order.

### C.2 FERRY and COMMERCIAL SHIPPING – SAFETY OF NAVIGATION

All competitors shall observe the Ship and Ferry activated Exclusion Zone (Refer Appendix A of these Sailing instructions). Failure to do so will result in disqualification.

All ferries are now fitted with bow cameras that continuously record the vessel's progress in addition to 25 cameras located around Sydney Harbour, which monitor ferries and record close quarter incidents. The cameras may be used for enforcement action by Transport for NSW. Fines of more than \$500 may apply for non-compliance.

### C.3 INCIDENT and ACCIDENT REPORTING

C.3.1 It is a requirement of the Club's Exemption Order that all on water incidents resulting in damage worth more than 10% of the vessels value or otherwise described in must be reported to Transport for NSW.

If owners do not report the incident and simply claim repair costs on insurance, they may find that the insurance companies do not accept the claim. Insurers may ask Transport for NSW for the results of any inquiry into the incidents.

- C.3.2 Reports can be made directly to Transport for NSW (Forms are available on the Transport for NSW Website or at the Sailing Office). The Sailing Office must also be provided with a copy as part of the Club's own incident and risk management requirements.
- C.3.3 If a protest is heard following a reportable incident, and a result is given by the protest committee, this should be forwarded to Transport for NSW and in most cases will satisfy the reporting requirements for all parties. Otherwise, a formal report should be made to Transport for NSW and the Sailing Office.
- C.3.4 None of the requirements in this section remove or alter the reporting requirements as prescribed in the relevant NSW Marine Safety Legislation.