

**GREENWICH SAILING CLUB INC**

**NOTICE OF RACE**

**&**

**SAILING INSTRUCTIONS**

**2022-2023 SEASON**

**Conducted on the waters of Sydney Harbour bounded  
by and surrounding Goat Island, Cockatoo Island,  
White Horse Point and Pulpit Point by  
GSC Racing Committee**

# GREENWICH SAILING CLUB INC

## NOTICE OF RACE

### INVITATION

**Entries are invited from the following classes to compete in the 2022/2023 Summer Season: Optimists, Open Skiffs, Flying Elevens, 29'ers, Tasars and Lasers (plus any other class that the Sailing Committee may invite from time to time) in regular Sunday races to be conducted on the upper waters of Sydney Harbour, between September 2022 and April 2023.**

### 1 RULES

The races will be governed by the Racing Rules of Sailing 2021 - 2024 (RSS) of World Sailing and the Prescriptions of Australian Sailing the rules of each class racing, (except as any of these are altered by the Sailing Instructions), and by the Sailing Instructions as well as any Variable Sailing Instructions that may apply from time to time.

### 2 ELIGIBILITY AND ENTRY

All races are open to boats registered with a sailing club or class association recognised by a national authority, after completion of the Race Entry Form which shall be lodged with the Principal Race Officer or his appointed delegate, no later than 30 minutes before the warning signal. To be eligible to compete in point scores, and accrue points, competitors must be financial members of the Greenwich Sailing Club. Inc

The Race Committee, prior to the race intended, may accept casual entries for all classes for races on payment of a fee of \$10.00 per race day as set.

### 3 ADVERTISING

Advertising is permitted in all classes at club events and training days. For State and National championships held by class associations at Greenwich, their Notice of Race and Sailing Instructions would govern advertising. Advertising is also permitted on any of the clubs buoys. The President, Treasurer and Principal Race Officer prior to being displayed on the vessel or buoy shall approve all advertising. A fee for displaying advertising may be applicable.

### 4 SAFETY

Attention is drawn to the ISAF Fundamental Rule 4 - **Decision to Race**, which states: "**The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.**"

### 5 RACE COMMITTEE

In accordance with ISAF Rule 90 the Greenwich Sailing Club Inc, as the organising authority, appoints the Sailing Committee, consisting of the Class Captains and the

Principal Race Officer (PRO), to be the Race Committee. The Principal Race Officer (PRO) is the chairman of the Race Committee.

The Race Committee may delegate its responsibilities in respect to the hearing and deciding of protests to a Protest Committee, which may or may not include members of the Race Committee, and such other persons as may be appointed by the Race Committee as required from time to time.. The PRO has the right to postpone or abandon any event if in their opinion the conditions are such that it may be unsafe or unwise to continue.

## **6 NOTICE BOARD**

The Official Notice Board for the Greenwich Sailing Club Inc will be the notice board and whiteboard in the upstairs foyer of the clubhouse.

## **7 OFFICIAL BOATS**

Committee Vessels of the Greenwich Sailing Club Inc will generally be distinguished by a Green and Yellow flag. Other Committee Vessels and support craft maybe described at the briefing.

## **8 STARTING TIMES**

Starting times for both long courses, short courses and sprint courses will generally not be before 1330. The order of start for the long courses will generally provide for the slower class boats to commence prior to the faster class boats. The order of start may be varied by the Principal Race Officer or the Starter.

Race times maybe indicated on the Official Notice Board by 1200 hours. A briefing to competitors may be held in or around the clubhouse no later than 30 minutes before the start of the first race of that day.

## **9 SCORING**

### **HANDICAPS BY TIME CORRECTION FACTOR**

The Sprint and Pointscore series will be scored on handicap times. Contact the committee for details on the algorithm uses to adjust handicaps.

Yardsticks are applied using the Australian Sailing recommended yardsticks.

Laser skippers are required to notify the Handicapper at the start of the season the rig type that they intend to use for the duration of the season. This will be used to set their yardsticks. On race days sailors are encouraged to sail within their limits, use the rig appropriate to the conditions and use a different rig than the one they have nominated if required. If a larger rig is used the handicap time (for handicap score races) or the elapsed time (to scratch scored races) may be adjusted by the ratio of the stated versus actual rig used. If a smaller rig is used no adjustments will be made.

Handicaps shall be allotted and varied at the absolute discretion of the handicapper. Usually a new entry will be allocated a Time Correction Factor (TCF) of 1. Where reliable data exists handicaps from the previous season may be used to set the initial TCF.

If a boat wins two handicap races in a row, then the handicapper may adjust the handicap for future races based on the performance of the boat in recent races.

Handicaps apply to the regular skipper. In the event of change of skipper or crew, The Principal Race Officer or his delegate must be advised in writing, not less than 30 minutes before the Warning Signal for re-handicapping as deemed necessary. A change of skipper will generally mean a scratch start for the yacht concerned.

***Club Championship:***

Points accrue only to the regular skipper.

The club championship is scored using scratch (yardstick adjusted) not handicap placings.

## **10 ASSISTANCE FOR THE RACE COMMITTEE**

Should the Race Committee require assistance in conducting a race, any competitor providing this assistance who would have sailed in that event shall be entitled to their individual average points for the race that they have missed.

## **11 INSURANCE**

All entries shall have third party insurance cover of not less than \$10,000,000 for any accident.

## **12 DISCLAIMER**

All those taking part in these races do so at their own risk and responsibility. Neither the Greenwich Sailing Club Inc nor its race officials are or will be responsible for any damage or injury, either ashore or afloat, either to persons or boats which might result from the participation in club races, nor for the seaworthiness of a boat whose entry is accepted, or the sufficiency or adequacy of its equipment.

The Race Committee reserves the right to reject any entry at any time up to the Preparatory Signal with or without giving any reason. This modifies ISAF Rule 76

## **13 REQUIREMENTS IN CASE OF ACCIDENT - NSW Maritime Authority Regulations**

(See Annexure "A" to these Instructions.) It is a requirement that any collision or accident that has resulted in the death of or injury to any person, or in damage to a vessel or to any other property to a value exceeding \$100, must be reported to the NSW Maritime Authority within 24 hours of the incident occurring and be documented on the appropriate forms available from the Authority. There can be no exceptions to this requirement.

# SAILING INSTRUCTIONS

## 1 RULES

All races will be governed by **The Racing Rules of Sailing 2021 - 2024 (RSS) of World Sailing and the Prescriptions of Australian Sailing**, the rules of each class racing (except as any of these are changed by the Sailing Instructions), and by the Sailing Instructions and any Variable Sailing Instructions.

All skippers intending to start shall enter their sail number and boat's name, their name and crew's name on the entry sheet in the Clubhouse foyer prior to the start of the race.

Signing on and off is a safety requirement of the club. A competitor who fails to sign on shall be scored as a DNS, a competitor who fails to sign off may be scored as a DSQ. This changes Rule 63.1.

## 2 NOTICES TO COMPETITORS

Notices will be posted on the Official Notice Board.

## 3 CHANGES IN SAILING INSTRUCTIONS

Any change to the Sailing Instructions will be posted before 1300 on the day it will take effect.

## 4 SIGNALS MADE ASHORE

Signals made ashore will be displayed from the clubhouse mast.

Code Flag "L" means an amendment or notice has been posted on the Notice Board.

Code Flag "AP" means the race has been postponed - do not go afloat. The warning signal will be made no sooner than 15 minutes after this signal is lowered.

## 5 CLASS FLAGS

Class Flags shall be as specified by the appropriate Class Association.

## 6 COURSES

(See Annexure C to these instructions for Courses and Course Chart.)

The course letter will be displayed on the Start Vessel, when the vessel is on station at the starting line.

## 7 SAILING PROGRAM

The sailing program is available on the GSC website [www.gsc.org.au](http://www.gsc.org.au)

## 8 ROUNDING MARKS

Rounding marks at Manns Point, Woolwich, Whitehorse Point, Cockatoo Island, Compass, Goat Island, Coal Loader and Birchgrove will be Yellow Inflatable Cans, other marks (Greenwich wharf, Long Nose point, Dolphin, Spectacle and Greenwich club) may be Yellow Inflatable Cylindrical Mark or laid flag buoys distinguished by a Yellow Flag with one Green Horizontal stripe. The NSW

Maritime Authority Aquatic License does not approve the use of lateral marks as turning marks of the course. The Race Committee may change these marks at its discretion. Attention will be drawn to any alterations of the marks of the course at the briefing.

## **9 STARTING LINES**

The Start Line will be between the mast of the Start Vessel and an Orange Inflatable mark. When the start is from the Clubhouse, the starting line will be between the flagpole ashore flying a Yellow flag with a green horizontal line and a Yellow inflatable mark.

## **10 STARTING PROCEDURES**

### **Scratch Starts**

Races will be started using Rule 26 except that the Warning Signal for each succeeding class shall be made no earlier than 5 minutes after the starting signal of the preceding class. This changes Rule 26. The following order will usually apply: Optimists, Open Skiffs, Flying Elevens, Lasers then 29er and any other classes. The Race Committee may alter this order of classes starting. A boat shall not start later than five minutes after her class's starting signal.

The start sequence for the second (or subsequent) start of short course or sprint races will commence 10 minutes after the finish of the first finisher of that class in the previous race. This means that the second (or subsequent) race will commence 15 minutes after the first finisher of the previous race. Competitors are advised to bear this in mind when deciding whether to finish the earlier race.

### **Handicap Starts**

Handicaps will be displayed on the club notice board prior to 1200. A competitor will start on the fall of its handicap number.

### **General Warning Signal**

Is given at approximately the time stated in Rule 8 of the Notice of Race, Class Flags will be broken out and a sound signal may be made indicating that the starting sequence has commenced and that there is five minutes remaining before the start of the race.

### **Preparatory Signal**

Four minutes before the Start of the Race, Code Flag "P" (Blue flag with white centre) will be broken out and a sound signal may be made. Other code flags indicating the operation of particular starting rules may also be broken out at this time.

### **One Minute Before the Start**

Code flag "P" is lowered together and a sound signal may be made.

### **Start Signal**

Warning, (Class Flag) Signal will be lowered and a sound signal may be made. A numeral, one greater than that of the highest handicap yacht, will appear on the

indicator board and will be replaced at one minute intervals until the numeral “0” appears. This changes Rule 26.

All boats, regardless of class, start when their handicap number falls.

A boat shall not start later than 5 minutes after its starting signal.

## **11 KEEPING CLEAR**

Boats whose Preparatory Signal has not been made shall keep clear of the Starting Area and of all boats whose Preparatory Signal has been made. The Race Committee may disqualify any boat that fails to keep clear prior to that boat’s class preparatory signal. This changes Rule 63.1.

The ferries, seagoing ships and commercial vessels operating on and around the racing area have right of way and all competitors must ensure that they do not impede the safe passage or delay these vessels.

## **12 RECALLS**

### **Individual Recalls**

Individual recalls will be signalled in accordance with Rule 29.1. Boats may be hailed. Failure to hear the hail is not grounds for redress.

### **General Recall**

General recalls will be signalled in accordance with Rule 29.2. In the event of a general recall the order of starting will not be altered.

## **13 FINISHING LINE**

For long courses and the second short course the Finishing Line will be between a Yellow Inflatable Can or laid flag buoy distinguished by a Yellow Flag with one Green Horizontal stripe and a mast ashore, or a Committee Vessel similarly marked. If the Committee Vessel is used for finishing its mast will also carry a Blue Flag.

For the first Short and Sprint Courses the Finishing Line will be between a Yellow Inflatable Can or laid flag buoy distinguished by a Yellow Flag with one Green Horizontal stripe and the line of the rear of a Committee Vessel, generally the Start Vessel. Where the Start Vessel is used in the Finishing Line, the finishing line will be on the opposite side of the Start Vessel to the Start Line.

## **14 TIME LIMIT (Affecting Rule 35)**

The time limit of all full races shall be 1700 or 30 minutes after the first boat finishes, whichever is the earlier. The time limit for short course or ‘sprint races’ shall be 60 minutes. Any boat not finishing within the time limit shall be scored as Did Not Finish (DNF). Modifies Rule 35.

## 15 SHORTENING COURSE

The course may be shortened by one of two methods;

- (1) A Committee Vessel flying Code Flag "S" (White flag with a blue centre) will take station at a mark and direct all yachts to round that mark as prescribed in the sailing instructions then proceed directly to the Finish Line crossing it in the direction from the mark just rounded. **Or**
  - (2) A Committee Vessel, flying a Blue Flag and Code Flag "S" will take station at a mark and the race shall finish between the Committee Vessel and that Mark.
- Attention will be made to these actions by two sound signals.

This changes Rule 32.2

## 16 BOATS RETIRING

If a boat retires from a race, the Skipper shall notify the committee vessel or the Race Officer as soon as possible after coming ashore and signing the sign off sheet. Failure to notify may result in a disqualification.

## 17 PROTESTS (Affecting Rule 61.3)

Protests shall be written on forms available from the Race Office and shall be delivered to the Principal Race Officer within one hour of the last boat in their class to finish.

Protest notices will be posted on the official notice board within 30 minutes of receipt and will be heard by the Protest committee as soon as possible.

## 18 OUTSIDE ASSISTANCE (Affecting Rule 41)

Rule 41 shall not apply to coaching given to boats except in Club Championship heats. Coaching boats shall ensure they stay well clear of all other competitors as well as remaining clear of the starting area.

## 19 MOORED BOATS

No boat shall sail between fixed moorings. Moorings as defined shall include dolphins in Snails Bay.

## 20 SCORING SYSTEMS

Races held on State Championship days for the Optimists, Open Skiffs, Flying Elevens, Lasers and 29ers will be non-point score races. Separate trophies may be awarded for these races.

Boats of these classes that participate in official class association training days shall be entitled to their individual average points for the race or races that they have missed while participating in the training.

A boat which represents the club in any State or National event run by its association, shall be entitled to average points.



Each boat's total score will be the sum of its scores for all races excluding her worst scores. The number of worse scores for each boat shall be one for each five heats sailed per series.

The Point Score consists of short course and long course races, excluding those designated as non Point Score.

In a series if fewer than five heats are sailed, all will count.

Scoring will as per the "Low Point A5.3 Alt" which modifies the Extended Low Point Scoring System, in accordance with Appendices A of the RRS. This method allocates points as follows:

<b>Place</b>	<b>Points</b>
Finisher	Place
DNC – Did Not Compete	Starters + 2
DNF, OCS, UFD, RET, DSQ, DNS	Starters + 1

ANNEXURE A

**Maritime Services Act 1935 No. 47**

**Requirements in case of accident**

**30G Requirements in case of accident**

- (1) In this section the word *vessel* means a vessel of less than 30 metres in length overall.
- (2) Where, owing to the presence of a vessel in any port or navigable waters, an accident occurs, the master of a vessel concerned in the accident:
  - (a) shall stop the master's vessel,
  - (b) if the accident results in the death of or injury to any person, or in damage to a vessel which affects the seaworthiness of the vessel or the safety of persons on board the vessel, shall give any assistance which may be necessary and which it is in the master's power to give,
  - (c) if required so to do by any person having reasonable grounds for so requiring, shall produce any licence to navigate a vessel at speed, licence as coxswain or master's certificate, which the master holds, and shall give particulars of the master's name and place of abode, the name and address of the owner of the vessel, the name of the vessel and any distinguishing number which is, or is required to be, displayed by the vessel in pursuance of or by any Act or regulation,
  - (d) if required so to do by any officer of the Board or any member of the police force, shall give such particulars as it is in the master's power to give as to the time, place and nature of the accident, the name of every vessel concerned in the accident and any distinguishing number which was carried by any such vessel, the name and address of every person who was concerned in or who witnessed the accident, and the extent of any injury or damage resulting from the accident, and
  - (e) if such accident has resulted in the death of or injury to any person, or in damage to a vessel or to any other property to an extent apparently exceeding one hundred dollars, shall, as soon as practicable and in any case within twenty-four hours after the accident, forward to the Board in writing the particulars that, under paragraph (d), the master may be required to give, unless such particulars have already been given by the master to a member of the police force, or to an officer of the Board, who required the master to give such particulars.
- (3) Any person who:
  - (a) without reasonable excuse, fails to comply with any provision of subsection (2), or
  - (b) wilfully furnishes any false or misleading particulars in respect of any matter pursuant to paragraph (c), (d) or (e) of subsection (2), shall be guilty of an offence against this Act and liable to a penalty not exceeding 4 penalty units.

SAILING INSTRUCTIONS  
Annexure B

Race Entry

Refer to the club website

SAILING INSTRUCTIONS  
ANNEXURE C

COURSES

Refer to the club website