

CRONULLA SAILING CLUB

(INCORPORATING PORT HACKING OCEAN YACHT CLUB)



2025-26 Keelboat Course Book

www.cronullasailingclub.com.au



Published by
CRONULLA SAILING CLUB LTD.
(INCORPORATING PORT HACKING OCEAN YACHT CLUB)
ABN 80 000 512 363

**48–50 Waratah Street
Cronulla, NSW, 2230**

All mail to: P.O. Box 634, Cronulla, NSW 2230.

Email: info@cronullasailingclub.com.au

Website: www.cronullasailingclub.com.au

Effective 1st September, 2025



For all your barge requirements,
contact Michael Stuart.

Mob: 0408 232 099

Email: ms@bluewaterbarge.com.au



Keelboat Course Book

2025-2026

TABLE OF CONTENTS

RISK WARNING

DEFINITIONS

FLEET INFORMATION

- A. Racing Rules
- B. Course Information & Warnings
- C. Series Definitions

COURSES

- D. Estuary Courses
- E. Up-river Courses
- F. Passage Courses
- G. Triangle Courses
- H. Sprint Courses
- I. Short Ocean Courses
- J. Virtual Mark Courses
- K. Offshore CoursesS
- L. Navigators' Cup Courses

COURSE INFORMATION

- M. Mark Information
- N. Start Signals

APPENDICES

- 1. Emergency Contact Numbers
- 2. Risk Warning
- 3. Flags

Reference Publications:

- Cronulla Sailing Club Racing Program, published on official CSC website
- Cronulla Sailing Club Sailing Instructions (SIs), published on official CSC website



RISK WARNING

This Risk Warning is issued jointly by Cronulla Sailing Club Ltd. and NSW Maritime Authority, pursuant to the Civil Liability Act 2002 to all persons wishing to participate in sailing activities conducted by Cronulla Sailing Club Ltd.

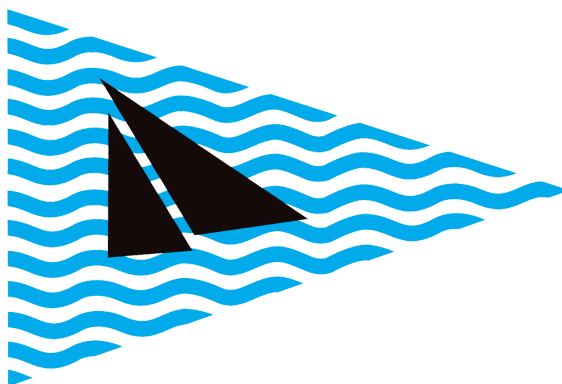
Participants are warned that, regardless of the precautions, which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death.

As an indication, these risks may include, but are not limited to:

- The extremes of weather and sea conditions
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning
- The possibility that participants may be injured by equipment on the vessel
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available
- Exposure to the elements for extended periods

Cronulla Sailing Club Ltd. and NSW Maritime Authority 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 Cronulla Sailing Club Ltd.

Participants are also advised that although Cronulla Sailing Club Ltd. is covered by third party liability insurance, this cover does not extend to participants. Any participant who considers they have a need for insurance must make their own private arrangements with an insurer. A personal accident insurance policy is available with subscription membership of Australian Sailing.





DEFINITIONS

CLUB

Cronulla Sailing Club Limited (CSC), incorporating Port Hacking Ocean Yacht Club.

RACE COMMITTEE

The Sailing Committee of the club, plus the Race Officer (RO).

RACE COMMITTEE VESSEL (RCV)

The on-station starting boat, crewed by the Race Officer (RO) and their duty officer(s). Also used for mark deployment and race management activities.

CLUB NOTICE BOARD AND ELECTRONIC COMMUNICATIONS

Located in the ground level hallway of the clubhouse. Notices to competitors may be posted on this noticeboard by the Race Committee and/or the SailSys noticeboard for specific events and regattas. Notices may also be supplemented by notification via SMS and/or email. Competitors are responsible to ensure their contact details are current and up to date.

SAILING INSTRUCTIONS (SIs) & RACE PROGRAM

Current edition of the Cronulla Sailing Club Sailing Instructions and Race Program, available on the official website.

AUSTRALIAN SAILING RACING RULES

Australian Sailing (AS) Racing Rules of Sailing (RRS) and Special Regulations (current edition).

A. RACING RULES (ref. CSC SI, Rule 1)

All races will be governed by the rules as defined in the ISAF Racing Rules of Sailing (RRS), the prescriptions and special regulations of Australian Sailing (AS), the rules of each relevant class for boats racing in class divisions, (except as any of these are changed by the CSC sailing instructions).

This document must be read in conjunction with the full current editions of the Cronulla Sailing Club Sailing Instructions and Risk Management Plan.

B. COURSE INFORMATION AND WARNINGS

- a. The course shall be one of those as designated for the day in the Race Program and verified (or amended) by numeral pennants displayed from the mast of the RCV corresponding to the course number.
For Category 7+ races conducted on Bate Bay, the Starter may indicate on a board near the mast of the RCV and by radio using the race frequency, the approximate compass bearing of the next leg of the course.
- b. In Category 3 & 4 races when the RCV is not on station, there will be no start or recall signal flags, and the signals for starting the race will be deemed to have been made at their scheduled GPS times. A starter onboard a participating boat may assist by sounding a horn, providing a radio announcement, and/or providing a 10 second countdown on VHF channel 73 at the time of the usual start signals. The starter may also announce individual and/or general recall signals if required.



- c. For Category 3 & 4 races, the course shall be one of those as designated for the day, in accordance with CSC SI 4(a) Temporary Alterations, 7(b) Re-sail, 13 Reporting, 16(a) Radio Communications, or a separate Notice of Race.
- d. When a course is changed from that designated in the Race Program, it will be changed at the discretion of the Race Committee, without recourse.
- e. The course diagrams herein are for information only and do not form part of the Sailing Instructions.
- f. At series or event entry, a boat shall nominate whether racing with or without a spinnaker. That nomination shall hold for the whole of that series or event.

Additional to the CSC Risk Warnings, all boats must consider the following:

- g. All boats shall pass seaward of Shark Island at all times.
- h. All boats shall pass seaward of Jibbon Bombora at all times.
- i. All boats are warned to avoid the Merries Reef southwest of Boat Harbour, and Osborn Shoal during periods of large swell.
- j. The Kingsway Mark, Waverider buoy, FAD Marks, all Sydney Harbour turning marks, and their mooring apparatus shall be treated as an obstruction, and boats are warned to keep at least 2 boat lengths clear.
- k. For boats heading south, when the Bombora Clearance Mark (BM) is not laid, this mark is to be substituted with the 'Jibbon Bombora Clearance Line' procedure (described in Section "M").

C. SERIES DEFINITIONS

- OFFSHORE SERIES:** Cat 4 monohulls and multihulls, with or without spinnakers. Long haul offshore courses, generally 20NM or longer, including regattas and weekends away. Advanced navigation adopted including Virtual Marks, and self-start / self-finish as required
- SHORT OCEAN SERIES:** Cat 4 monohulls and multihulls, with or without spinnakers. Short haul offshore courses, up to 20NM
- TRIANGLE SERIES:** Cat 7+ monohulls and multihulls, with or without spinnakers. Bate Bay Triangle courses sailed, two mixed fleet options:
- Triangle fleet sail the standard course
 - Short triangle course option available
- PASSAGE SERIES:
(SUMMER)** Cat 7+ monohulls and multihulls, with or without spinnakers. Bate Bay Passage courses 6 to 10 sailed, two mixed fleet options:
- Bate Bay Passage fleet sail the standard course
 - Short passage course option available



- PASSAGE SERIES:** Cat 7+ monohulls & multihulls, with or without spinnakers.
(WINTER) Bate Bay Passage course 9 or 10 sailed, two mixed fleet options:
- Division 1 Winter Fleet sail the long course
 - Division 2 Winter Fleet sail the short course
- ESTUARY SERIES:** Cat 7 & 7+ monohulls & multihulls, with or without spinnakers.
Estuary and up-river courses sailed, two mixed fleet options:
- Estuary fleet sail the standard courses (Cat 7+)
 - Short estuary course option available (Cat 7+)
 - Estuary fleet also sail the standard up-river course (Cat 7)
 - Short up-river course option available (Cat 7)
- SPRINT SERIES:** Cat 7+, generally (but not limited to) one design, with spinnakers.
- Sprints sailed in Bate Bay or the Estuary
 - Two or Three races conducted back-to-back each race day
 - Sub-series offered to Etchells and J24 one-design fleets
- TWO HANDED SERIES:** Cat 7+ monohulls & multihulls, with or without spinnakers.
- Two Handed Fleet sail the standard Passage course options
- TWILIGHT SERIES:** Cat 7+ Monohulls, non-spinnaker.
- Friday Twilight Fleet sail the Gunnamatta Bay course.

D. ESTUARY COURSES (see Figure 1)

The starting / finishing line (E) will be in the vicinity of the Bass and Flinders Obelisk, halfway up the first leg of the course. The RCV shall signal which course is to be sailed on the day.

The marks shall be laid in the following vicinities:

E - Estuary start/finish F - Fisheries J - Jibbon Beach (permanent mark)
H - Horderns Beach G - Glaisher PointS - Sea Mark (off Shelly Beach)
(p) Port Rounding (s) Starboard Rounding

1. ESTUARY (Northeasterly Winds)

Standard Course:

Start at E, to S(s), J(s), F(p), H(p), S(s), H(p), S(s), J(s), F(p), H(p), S(s), to Finish at E

Short Course:

Start at E, to S(s), J(s), F(p), H(p), S(s), J(s), F(p), H(p), S(s), to Finish at H

2. ESTUARY (Southeasterly Winds)

Standard Course:

Start at E, to J(p), S(p), H(s), F(s), J(p), F(s), J(p), S(p), H(s), F(s), to Finish at E

Short Course:

Start at E, to J(p), S(p), H(s), F(s), J(p), S(p), H(s), F(s), to Finish at E



3. ESTUARY (Southerly Winds)

Standard Course:

Start at E, to J(s), F(p), H(p), S(s), J(s), S(s), J(s), F(p), H(p), S(s), to Finish at E

Short Course:

Start at E, to J(s), F(p), H(p), S(s), J(s), F(p), H(p), S(s), to Finish at E

4. ESTUARY (Southwesterly Winds)

Standard Course:

Start at E, to H(s), F(s), J(p), S(p), H(s), S(p), H(s), F(s), J(p), S(p), to Finish at E

Short Course:

Start at E, to H(s), F(s), J(p), S(p), H(s), F(s), J(p), S(p), to Finish at E

5. ESTUARY (Northwesterly Winds)

Standard Course:

Start at E, to F(p), H(p), S(s), J(s), F(p), J(s), F(p), H(p), S(s), J(s), to Finish at E

Short Course:

Start at E, to F(p), H(p), S(s), J(s), F(p), H(p), S(s), J(s), to Finish at E

E. UP RIVER COURSES (see Figure 2)

The RCV shall signal the course number and rounding direction to be sailed on the day.

Marks shall be laid in the following vicinity:

A - Great Turriell Bay B - Gymea Bay C - Gogerleys Point

17. STARBOARD COURSE (North Easterly winds)

Standard Course:

Start, to A, C, B, A, C, B, A, C, B to Finish at A

Short Course:

Start, to A, C, B, A, C, B, to Finish at A

PORT COURSE (South Easterly winds)

Standard Course:

Start, to C, A, B, C, A, B, C, A, B, C to Finish at A

Short Course:

Start, to C, A, B, C, A, B, C to Finish at A

18. STARBOARD COURSE (North Westerly winds)

Standard Course:

Start, to B, A, C, B, A, C, B, A, C, B to Finish at A

Short Course:

Start, to B, A, C, B, A, C, B to Finish at A

PORT COURSE (South Westerly winds)

Standard Course:

Start to B, C, A, B, C, A, B, C to Finish at A

Short Course:

Start to B, C, A, B, C, A, C to Finish at A

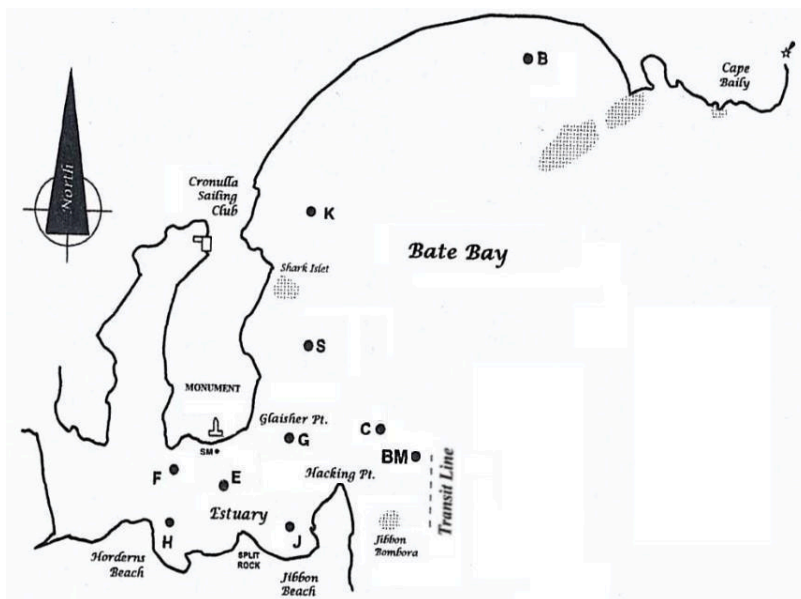


Figure 1: Estuary & Bate Bay Marks

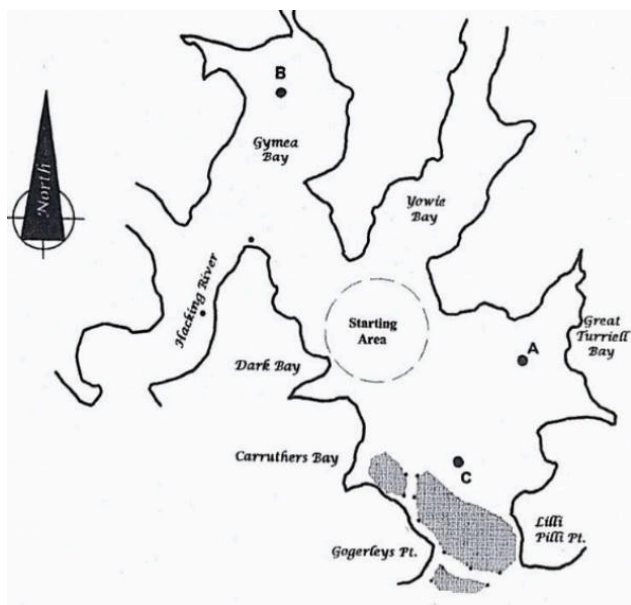


Figure 2: Up River Marks



barracouta SAILS

Unequalled quality, performance and value...that's why so many people rely on Barracouta Sails.

Using state of the art computer design we can make the perfect high performance racing sail or long lasting cruising sail at competitive prices. Catering for all classes of boats from windsurfers through to super maxi's we not only manufacture sails but are also able to repair and service your sails.

Based in the south of Sydney, Australia, Barracouta Sails supplies and services boats from all over Australia and the World - while maintaining the personal touch that only an independent sailmaker can provide. The Owner and Director, Neil Tasker, has been a sailmaker for over 30 years, and has built a reputation as one of the leading sail designers and craftsmen in Australia.

**5/55 Willarong Road
Caringbah
NSW, Australia.**

PHONE: (61) 02 9525 7626

FAX: (61) 02 9525 7626

barracouta@bigpond.com



BOATYARD FACILITIES

We offer a 60 Tonne Slipway which caters for small tenders to large 80 foot motor cruisers.

With a maximum beam of 7.5 meters for catamarans.

On site, there are four hardstand cradles and work berths for in-water repairs and maintenance.

CRONULLA SLIPWAY AND SHIPWRIGHT SERVICES

Along with our professional shipwrights and detailers. We offer our customers a complete service and management of all marine trades from maintenance to full re-fit, repair, mechanical and electrical works.

Phone: Grant [0295442888](tel:0295442888)
hello@cronullashipwrights.com.au
2 Tonkin
Street, Cronulla, NSW, 2230



F. PASSAGE COURSES (see Figure 1)

During summer, the Passage series is offered on Courses 6 to 10. In winter, it is offered on Course 9 or 10 only. The RCV shall signal which course is to be sailed on the day.

Permanent (fixed) marks shall be utilised:

J - Jibbon Mark K - Kingsway B - Boat Harbour

Marks shall be laid in the following vicinities:

E - Estuary C - Sea Mark, NE of Hacking Point
(p) Port Rounding (s) Starboard Rounding

6. BATE BAY PASSAGE

Windward & leeward marks to be laid in Bate Bay to suit wind direction, approximate separation 1.0NM.

Standard Course:

Start, to Windward Mark (p), B(p), K(p), J(p), Windward Mark (p), Leeward Mark (p), Windward Mark (p), to Finish.

Short Course:

Start, to Windward Mark 1(p), K(p), J(p), Windward Mark 1(p) to Finish.

7. BATE BAY PASSAGE (Northerly or Southerly Winds)

Standard Course:

Start at E, to B(p), K(p), B(p), E(p), K(p), to finish at E.

Short Course:

Start at E, to K(p), E(p), K(p), E(p), K(p), to finish at E.

8. BATE BAY PASSAGE (Easterly or Westerly Winds)

Mark C to be laid to suit wind direction relative to Mark K, 1.0NM.

Standard Course:

Start at E, to K(s), C(s), K(s), B(p), K(p), C(s), to finish at E.

Short Course:

Start at E, to K(s), C(s), K(s), C(s), to finish at E.

9. BATE BAY PASSAGE (Easterly, North-westerly or South-westerly winds)

Standard Course (& Winter Division 2):

Start at E, to C(p), K(s), B(s), E(p), C(p), to Finish at E.

Short Course:

Start at E, to C(p), K(s), E(p), C(p), to Finish at E.

Winter Division 1:

Start at E, to C(p), K(s), B(s), E(p), C(p), E(p), C(p), K(p), to Finish at E.



10. BATE BAY PASSAGE (Westerly, North-easterly or South-easterly winds)

Standard Course (& Winter Division 2):

Start at E, to B(p), K(p), C(s), E(s), C(s), to Finish at E.

Short Course:

Start at E, to K(p), C(s), E(s), C(s), to Finish at E.

Winter Division 1:

Start at E, to B(p), K(p), C(s), E(s), C(s), E(s), B(p), to Finish at E.

11. BATE BAY PASSAGE

Start to be in the vicinity of Oak Park or the Kingsway Mark. Windward Mark to be laid in Bate Bay to suit wind direction, approximate leg length 1.0NM.

Standard Course:

Start, to Windward Mark 1(p), B(p), K(p), B(p), K(p), Windward Mark 1(p), to Finish.

Short Course:

Start, to Windward Mark (1p), B(p), K(p), Windward Mark 1(p), to Finish.

G. TRIANGLE COURSES (see Figure 3)

The starting / finishing line (Start / Finish) will generally be in the vicinity of Oak Park or the Kingsway Mark.

The RCV will indicate on a white-board before the start the approximate bearing to the Windward Mark (1).

The Wing Mark (2) will be laid to form a 45° - 90° - 45° triangle.

The Bottom Mark (3) will be laid approximately 100m to windward of the RCV.

The RCV will be to leeward of Mark 3 with the start line and finish line laid to port.

15. BATE BAY TRIANGLE (windward leg 1.3NM)

Standard Course (11NM):

Start, to Mark 1(p), 3(p), 1(p), 2(p), 3(p), 1(p), 3(p), 1(p), 2(p), Finish.

Short Course (5.5NM):

Start, to Mark 1(p), 3(p), 1(p), 2(p), Finish.

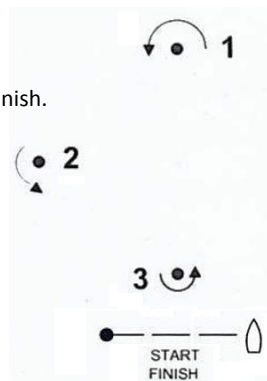


Figure 3: Triangle Marks



H. SPRINT COURSES (see Figures 1 & 4)

The starting / finishing line will be in the vicinity of the Bass & Flinders Obelisk, Oak Park or the Kingsway Mark.

The RCV will indicate on a white-board before the start the approximate bearing to the Windward Mark (1). The Bottom Mark (2) will be laid approximately 100m to windward of the RCV.

The RCV will be to leeward of Mark 2 with the start line and finish line laid to port.

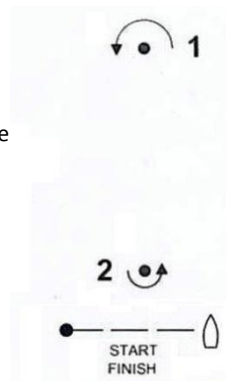


Figure 4: Sprint Marks

13. BATE BAY SPRINT COURSE

All Boats:

Start, to 1(p), 2(p), 1(p), to Finish.

I. SHORT OCEAN COURSES (see Figures 1 & 5)

The start/finish line will generally be in the vicinity of the Bass & Flinders Obelisk. The course shown in the program shall be verified on the day by RCV signal, where the RCV is on-station. Where the RCV is not on-station, self-starting and self-finishing procedures may apply.

All boats shall keep clear of the Port Botany shipping channel and observe the Kurnell cardinal marks.

The Waverider Buoy is a yellow spherical buoy located at lat. 34° 02.435'S; long. 151° 15.182'E, moored approximately 1.0NM East of Cape Baily.

Refer to Course Information a) vii. for details of the Captain Cook Transit Line procedure.

If the Estuary Mark is not laid, refer to Course Information a) vi) for details of the 'Bass & Flinders Transit Line' Procedure.

20. CAPTAIN COOK BUOY (15NM)

From the starting line, proceed to Botany Bay, and turn after crossing the 'Captain Cook Transit Line', then to the Port Hacking finishing line.

Record: 1h.45'49" Jan. '10 - Warren & Kristy Buchan - "Colortile"- Sayer 44

22. MARLEY – BOAT HARBOUR (13NM)

From the starting line, proceed to the Bombora Clearance Mark (stbd), to the Marley Mark (stbd) at lat. 34° 07.5'S; long. 151° 10.1'E (located approximately 1.5NM East of Marley Beach), then keeping the Bombora Clearance Mark to port, proceed to the Boat Harbour mark, then to the Port Hacking finishing line.

Record:



46. PORT HACKING TO WAVERIDER & RETURN (10NM)

From the starting line, proceed to the Waverider Buoy (stbd), then to the Port Hacking finishing line.

Record: 1h.25'19" Nov. '07 - Jeff Eason - "Cut Loose" - Adams 13

47. WAVERIDER – KINGSWAY – JIBBON (12NM)

From the starting line, proceed to the Waverider Buoy (port), then to the Kingsway Mark (port), then to the Jibbon Mark (stbd), then to the Port Hacking finishing line.

Record:

56. CAPTAIN COOK BUOY, BOMBORA, KINGSWAY, BOAT HARBOUR (20NM)

From the starting line, proceed to Botany Bay, and turn after crossing the 'Captain Cook Transit Line', to the Bombora Mark (stbd), to the Kingsway Mark (stbd), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 2h.48'29" Sept. '09 - Warren & Kristy Buchan - "Colortile" - Sayer 44

62. CAPTAIN COOK BUOY, KINGSWAY, BOAT HARBOUR (20NM)

From the starting line, proceed to Botany Bay, and turn after crossing the 'Captain Cook Transit Line', to the Kingsway Mark (stbd), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 2h.16'11" Mar. '10 - Warren & Kristy Buchan - "Colortile"

63. WAVERIDER BUOY DOUBLE (20NM)

From the starting line, proceed to the Waverider Buoy (stbd), to the Estuary Mark (stbd), to the Waverider Buoy (stbd), then to the Port Hacking finishing line.

Record:

65. KINGSWAY, BOMBORA, WAVERIDER, KINGSWAY, BOMBORA, BOAT HARBOUR (19NM)

From the starting line, proceed to the Kingsway Mark (stbd), to the Bombora Mark (port), to the Waverider Buoy (port), to the Kingsway Mark (port), to the Bombora Mark (port), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 2h.19'10" Feb. '22 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

66. KINGSWAY, WAVERIDER, BOMBORA, KINGSWAY, BOMBORA (14NM)

From the starting line, proceed to the Kingsway Mark (stbd), to the Waverider Buoy (stbd), to the Bombora Mark (stbd), to the Kingsway Mark (stbd), to the Bombora Mark (stbd), then to the Port Hacking finishing line.

Record: 2h.14'24" Sep. '24 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44



67. WAVERIDER, BOMBORA, KINGSWAY, BOAT HARBOUR (15NM)

From the starting line, proceed to the Waverider Buoy (stbd), to the Bombora Mark (stbd), to the Kingsway Mark (stbd), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 1h.59'37" Apr. '25 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

68. WAVERIDER, KINGSWAY, BOAT HARBOUR (14NM)

From the starting line, proceed to the Waverider buoy (stbd), to the Kingsway Mark (stbd), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 1h.51'45" Mar. '24 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

69. WAVERIDER, ESTUARY, BOAT HARBOUR & RETURN (16NM)

From the starting line, proceed to the Waverider Buoy (stbd), to the Estuary Mark (stbd), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 2h.01'39" Dec. '24 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

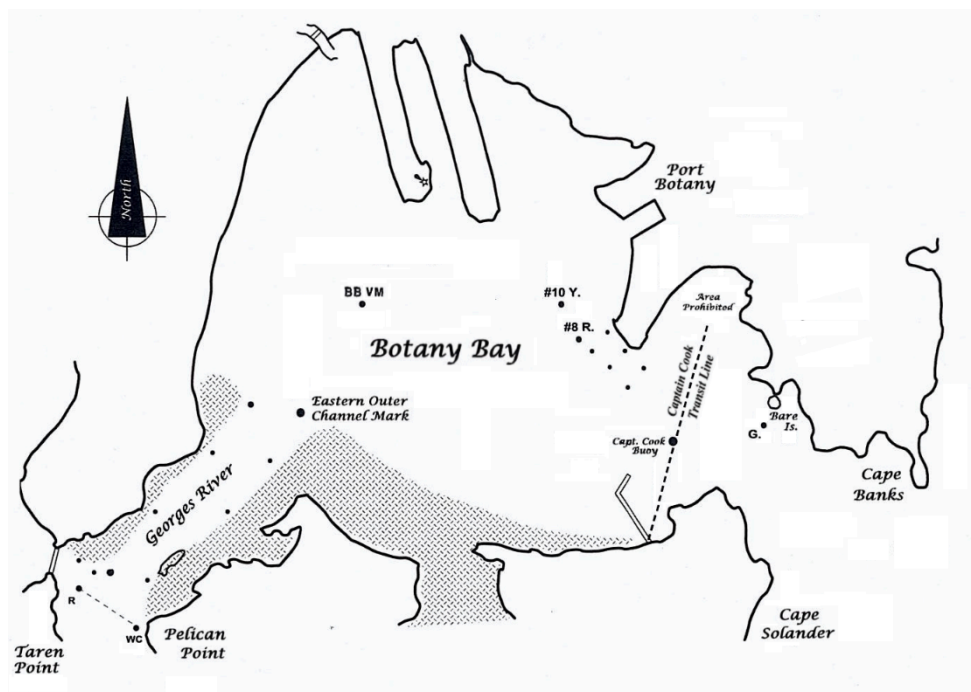


Figure 5: Botany Bay Marks



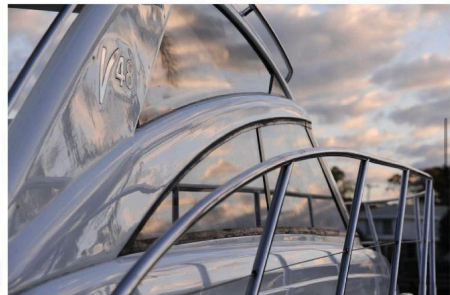
Salty Marine

S M
SALTY MARINE
S M

BOAT MANAGEMENT
PH: 0450 031 100

Salty Marine Services:

- Polishing
- Boat Washing
- Waxing/ Ceramic Coating
- Antifouling
- Stainless Steel
- Teak/Clears
- Boat Management
- Covers
- Interior Boat Cleaning
- Hull Cleaning
- Vessel Maintenance Plans



✉ saltymarine24@gmail.com

📷 [saltymarine24](https://www.instagram.com/saltymarine24)

📘 Salty Marine Boat Management



J. VIRTUAL MARK COURSES (see Figures 1, 5 & 6)

The starting / finishing line will be in the vicinity of the Bass & Flinders Obelisk.

The course shown in the program shall be verified on the day by RCV signal or the deemed starter. Where the RCV is not on station, the fleet shall adopt self-start (see SI 10 & 14) and self-finishing procedures (see SI 18).

All boats shall keep clear of the Port Botany shipping channel and observe the Kurnell cardinal marks.

The Waverider Buoy is a yellow spherical buoy located at lat. 34° 02.435'S; long. 151° 15.182'E, moored approximately 1.0NM East of Cape Baily.

If the Bombora Clearance Mark is not laid, refer to Course Information a) viii) for details of the 'Jibbon Bombora Clearance Line' procedure.

19. MARLEY VM (10NM)

From the starting line, proceed to the Bombora Clearance Mark (stbd), to the Marley VM for a virtual mark rounding procedure at lat. 34° 07.5'S; long. 151° 10.1'E (located approximately 1.5NM East of Marley Beach), then to the Port Hacking finishing line.

Record:

21. WAVERIDER, WATTAMOLLA VM (19NM)

From the starting line, proceed to the Waverider buoy (stbd), to the Wattamolla VM for a virtual mark rounding procedure at lat. 34° 08.6'S; long. 151° 09.0'E (approximately 1.5NM East of Wattamolla Beach), then to the Port Hacking finishing line.

Record: 2h.20'25" Feb. '14 - Warren & Kristy Buchan - "Colortile" - Sayer 44

23. BOTANY BAY VM (21NM)

From the starting line, proceed to the Botany Bay VM for a virtual mark rounding procedure at lat. 33° 58.87'S; long. 151° 10.24'E, then to the Port Hacking finishing line.

Record: 2h.29'06" Sept. '13 - Warren & Kristy Buchan - "Colortile" - Sayer 44

26. WAVERIDER, MARLEY VM, BOAT HARBOUR (20NM)

From the starting line, proceed to the Waverider buoy (stbd), to the Marley VM for a virtual mark rounding procedure at lat. 34° 07.5'S; long. 151° 10.1'E (approximately 1.5NM East of Marley Beach), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 2h.22'34" Nov. '13 - Warren & Kristy Buchan - "ColorTile" - Sayer 44

50. NAVIGATION RACE (18NM)

From the starting line, proceed to the 'Navigation Transit Line' for a virtual turning procedure after crossing line of longitude 151° 20.00'E (approximately 9.0NM East of Cronulla Beach), then to the Port Hacking finishing line.

Record:



64. ERA BEACH VM (25NM)

From the starting line, proceed to the Bombora Clearance Mark (stbd), to the Era VM for a virtual mark rounding procedure at lat. 34° 11.4'S; long. 151° 03.9'E (approximately 0.5NM east of Era Beach headland), then to the Port Hacking finishing line.

Record: 2h.27'19" Apr. '11 - Warren & Kristy Buchan - "Colortile" - Sayer 44

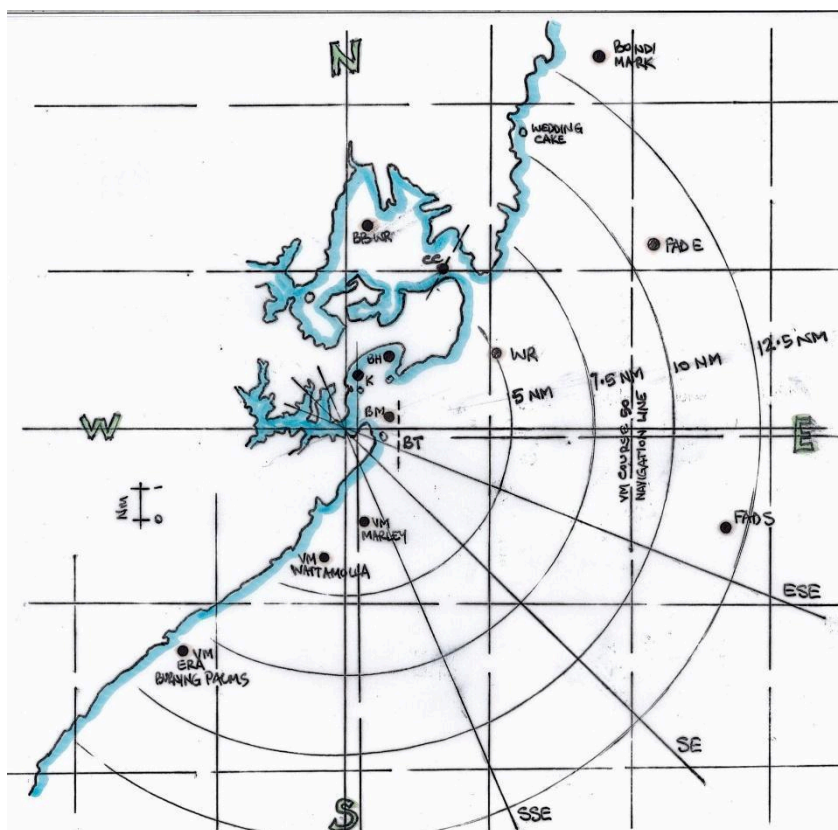


Figure 6: Offshore Mark Network

K. OFFSHORE COURSES (see Figures 1, 5, 6 & 7)

The starting / finishing line will be in the vicinity of the Bass and Flinders Obelisk.

The course shown in the program shall be verified on the day by RCV signal or the deemed starter. Where the RCV is not on station, the Offshore fleet shall adopt self-start (see SI 10 & 14) and self-finishing procedures (see SI 18).



Marks shall generally NOT be laid for Offshore courses.

All boats shall keep clear of the Port Jackson, Port Botany and Port Kembla shipping channels, and observe all cardinal marks.

The Waverider Buoy is a yellow spherical buoy located at lat. $34^{\circ} 02.435'S$; long. $151^{\circ} 15.182'E$, moored approximately 1.0NM East of Cape Baily.

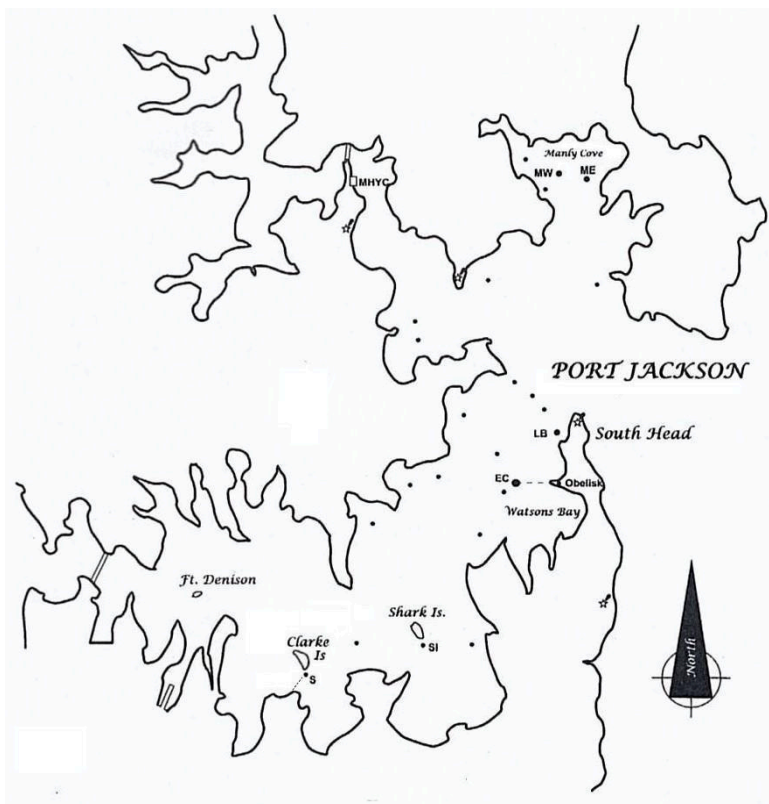


Figure 7: Port Jackson Marks

If the Estuary Mark is not laid, refer to Course Information a) vi) for details of the 'Bass & Flinders Transit Line' Procedure.

Refer to Course Information a) vii. for details of the 'Captain Cook Transit Line' procedure.

If the Bombora Clearance Mark is not laid, refer to Course Information a) viii) for details of the 'Jibbon Bombora Clearance Line' procedure.



25. WATSONS BAY TO PORT HACKING (19NM)

From the starting line in Port Jackson, being a line between the Eastern Channel Pile Light and the Obelisk on the foreshore of Laings Point (Watsons Bay), proceed to South Head, then to the Port Hacking finishing line.

Record: 2h.14'30" Feb. '93 - Phil Bates - "Passing Wind" - Adams 10

27. CLARKE ISLAND TO PORT HACKING (21NM)

From the starting line in Port Jackson, being a transit bearing 206° true from the Clarke Island Starboard Mark (lat. 33° 51.814'S; long. 151° 14.488'E) to the flag mast on the Darling Point public jetty (lat. 33° 52.0'S; long. 151° 14.4'E, distance 0.2NM), proceed to South Head, then to the Port Hacking finishing line.

Record: 2h.08'05" Nov. '09 - Warren & Kristy Buchan - "Colortile"- Sayer 44

29. WEDDING CAKE ISLAND (24NM)

From the starting line, proceed to Wedding Cake Island (lat. 33° 55.7'S; long. 151° 15.8'E) rounding the island to starboard, then to Port Hacking to the finishing line.

Record: 2h.28'45" Oct. '02 - Warren Buchan - "Stampede" - Inglis 39

30. PORT HACKING TO CLARKE ISLAND VIA MANLY COVE (25NM)

From the starting line, proceed to Manly Cove (Port Jackson) to the Manly West YNSW Mark (stbd), to the Manly East YNSW Mark (stbd), to Shark Island (leaving the YNSW Mark and the adjacent South and West Cardinal Marks to starboard), then to the Clarke Island finishing line between the Clarke Island Starboard Mark (lat. 33° 51.814'S; long 151° 14.488'E) and the flag mast on the Darling Point public jetty (lat. 33° 52.0'S; long. 151° 14.4'E), bearing 206°T and distance 0.2NM.

Record: 3h.05'02" Mar. '22 - Brian & Fiona Evans - "Flash Dance II" - Adams/Radford 57

41. CAPTAIN COOK BUOY, ESTUARY, BOAT HARBOUR & RETURN (22NM)

From the starting line, proceed to Botany Bay, and turn after crossing the 'Captain Cook Transit Line', to the Estuary Mark (stbd), to the Boat Harbour Mark (port), then to the Port Hacking finishing line.

Record: 2h.05'22" Oct. '22 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

48. PORT HACKING TO SHELLHARBOUR (35NM)

From the starting line, proceed to the Bombora Clearance Mark (stbd), then proceed south, sailing at all times to seaward of the Tom Thumb Island group (including Bass Islet) lat. 34° 27.9'S; long. 150° 56.8'E and Martin Islet lat. 34° 29.7'S; long. 150° 56.3'E), then to the Shellharbour finish line by crossing latitude 34° 34.70'S, that extends from the Shellharbour Breakwall (Cowrie Head) and eastward for two nautical miles (2NM).

Record: 3h.59'29" Nov. '23 - Brian & Fiona Evans - "Flash Dance II" - Adams/Radford 57



49. SHELLHARBOUR TO PORT HACKING (35NM)

From the start line, being a line of latitude 34° 34.70'S, that extends from the Shellharbour Breakwall (Cowrie Head) and eastward for one nautical mile (1NM), proceed north, sailing at all times to seaward of the Tom Thumb Island group (including Martin Islet at lat. 34° 29.7'S; long. 150° 56.3'E and Bass Islet at lat. 34° 27.9'S; long. 150° 56.8'E), then to the Port Hacking finishing line.

Record: 4h.16'16" Nov. '24 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

53. PORT HACKING TO CLARKE ISLAND VIA SHARK ISLAND (22NM)

From the starting line, proceed to Shark Island, Port Jackson (leaving the YNSW Mark and the adjacent South and West Cardinal Marks to starboard), then to the Clarke Island finishing line, between the Clarke Island Starboard Mark (lat. 33° 51.814'S; long. 151° 14.488'E) to the Flag mast on the Darling Point public jetty (lat. 33° 52.0S; Long. 151° 14.4'E) (bearing 206°T, distance 0.2NM).

Record: 3h.11'48" Mar. '22 - Chris Bran - "Brannew" - Farr 30

54. FAD SYDNEY EAST & RETURN (23NM)

From the starting line, proceed to the FAD Sydney East Mark (lat. 33° 59.32'S; long. 151° 20.95'E) rounding to starboard, then to the Port Hacking finishing line.

Record: 2h.35'29" Mar. '07 - Matt Short - "Short Shipped" - Farr 40

58. WEDDING CAKE ISLAND, FAD SYDNEY EAST & RETURN (29NM)

From the starting line, proceed to Wedding Cake Island (lat. 33° 55.7'S; long. 151° 15.8'E) rounding the island to starboard, to the FAD Sydney East Mark (lat. 33° 59.32'S; long. 151° 20.95'E) rounding to starboard, then to the Port Hacking finishing line.

Record:

71. WAVERIDER, FAD SYDNEY SOUTH & RETURN (26NM)

From the starting line, proceed to the Waverider Buoy (stbd), to the FAD Sydney South (lat. 34° 07.736'S; long. 151° 23.373'E, stbd), then to the Port Hacking finishing line.

Record: 4h.58'29" Feb. '25 - Pete & Drew Van Ryn - "Sea Hawk" - Farr 44

72. FAD SYDNEY EAST - FAD SYDNEY SOUTH (32NM)

From the starting line, proceed to the FAD Sydney East (lat. 33° 59.32'S; long. 151° 20.95'E, stbd), to the FAD Sydney South (lat. 34° 07.736'S; long. 151° 23.373'E, stbd), then to the Port Hacking finishing line.

Record: 3h.54'04" Mar. '14 - Warren & Kristy Buchan - "Colortile" - Sayer 44



Yacht Management, Yacht Detailing & Yacht Maintenance Solutions

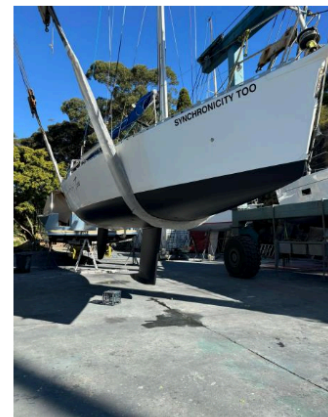
Our Services

- Yacht Maintenance Plans
- Detailing
- Cleaning
- Antifouling
- Hull scrubs
- Dock line set up
- Interior Cleaning
- Co-ordination & Management of all other trades
- Rigging
- Shipwright Services
- Mechanics
- Covers
- Electricians
- Yacht Maintenance Solutions
- Re-fits
- Passage planning
- Deliveries
- Co-ordination of race crew
- Pre-season preparations

Phone: 0479 152 235

Email: macquartmarine@gmail.com

Web: macquartmarine.com





L. NAVIGATORS' CUP COURSES

The Navigators' Cup Regatta, being an invitational event, shall be conducted under an event specific Notice of Race and Sailing Instructions.

The starting / finishing line will be in the vicinity of the Bass and Flinders Obelisk, and the course number shall be verified on the day by RCV signal flag.

The Waverider buoy is a yellow spherical buoy located at lat. 34° 02.435'S; long. 151° 15.182'E, moored approximately 1.0NM East of Cape Baily.

Refer to Course Information a) vii. for details of the 'Captain Cook Transit Line' procedure.

All boats shall keep clear of the Port Botany shipping channel and observe the Kurnell cardinal marks.

73. NAVIGATORS' CUP: DIVISION 1 (27NM)

From the starting line, proceed to Botany Bay and turn after crossing the 'Captain Cook Transit Line', to Wedding Cake Island (lat. 33° 55.7'S; long. 151° 15.8'E, stbd), then to the Port Hacking finishing line.

Record:

74. NAVIGATORS' CUP: DIVISION 2 (16NM)

From the starting line, proceed to Botany Bay and turn after crossing the 'Captain Cook Transit Line', to the Waverider Buoy (lat. 34° 02.43'S; long. 151° 15.18'E, stbd), then to the Port Hacking finishing line.

Record:

75. NAVIGATORS' CUP: DIVISION 3 (15NM)

From the starting line, proceed to Botany Bay and turn after crossing the 'Captain Cook Transit Line', then to the Port Hacking finishing line.

Record:

M. MARK INFORMATION

This summary is provided for quick reference only. Refer to the current Sailing Instructions for complete details.

a) PERMANENT (FIXED) MARK INFORMATION:

i. Bate Bay Marks:

(J) Jibbon Beach	yellow pillar	(lat. 34° 04.8'S; long. 151° 30.5'E)
(K) Kingsway	yellow tower	(lat. 34° 03.3'S; long. 151° 09.7'E)
(B) Boat Harbour	yellow pillar	(lat. 34° 02.4'S; long. 151° 11.4'E)



ii. Sydney Coastal Marks:

(WR) Waverider	yellow spherical buoy	(lat. 34° 02.43'S; long. 151° 15.18'E)
FAD Sydney East	yellow conical buoy	(lat. 33° 59.32'S; long. 151° 20.95'E)
FAD Sydney South	yellow conical buoy	(lat. 34° 07.74'S; long. 151° 23.37'E)
Bondi Pillar	yellow pillar	(lat. 33° 53.7'S; long. 151° 18.9'E)
Wedding Cake Island		(lat. 33° 55.7'S; long. 151° 15.8'E)

iii. Botany Bay Marks:

Captain Cook Buoy	Red pillar buoy	(lat. 33° 59.9'S; long. 151° 13.1'E)
Bare Island Stbd Mark	Green spar buoy	(lat. 33° 59.5'S; long. 151° 12.9'E)
Botany Bay W'rider	Yellow spherical buoy	(lat. 33° 58.87'S; long. 151° 10.24'E)

iv. Port Jackson YNSW Marks:

Lady Bay Mark	Yellow spar buoy	(lat. 33° 50.08'S; long. 151° 16.61'E)
Manly West Mark	Yellow spar buoy	(lat. 33° 48.18'S; long. 151° 16.63'E)
Manly East Mark	Yellow spar buoy	(lat. 33° 48.20'S; long. 151° 16.73'E)
Shark Island Mark	Yellow spar buoy	(lat. 33° 51.63'S; long. 151° 15.54'E)

v. Bass & Flinders Start/Finish Line:

Only when the RCV is not on-station, boats shall instead make their start/finish after crossing the extension of the transit line from the Bass & Flinders Obelisk through the starboard lateral marker pile situated below the monument. Boats must pass south of the marker pile.

vi. Bass & Flinders Transit Line:

Only when the Estuary (E) Mark is not laid, boats shall instead make their turn after crossing the extension of the transit line from the Bass & Flinders Obelisk through the starboard lateral marker pile situated below the monument. Boats must pass south of the marker pile.

vii. Captain Cook Transit Line:

Boats shall make their turn only after crossing the extension of the transit line from the Flag Mast with yard arm (lat. 34° 0.155'S; long. 151° 13.281'E), through the Captain Cook Buoy (lat. 33° 59.9'S; long. 151° 13.2'E). Boats must pass north of the Captain Cook Buoy.

viii. Jibbon Bombora Clearance Line:

Where courses leave the Port Hacking Estuary and head south, and the Jibbon Bombora Clearance Mark has not been laid, then from the start line proceed east to the 'Jibbon Bombora Transit Line' at longitude 151° 11.0'E before turning south, so that boats pass at all times to seaward of the Jibbon Bombora (lat. 34° 04.9'S; long. 151° 10.5'E).



b) LAID MARK INFORMATION:

i. Estuary course laid marks may be placed in the following vicinities:

(E) Mark	Starting/finishing/turning	Moored Buoy
(F) Mark	Fisheries (Cronulla Point)	Moored Buoy
(H) Mark	Hordern's Beach	Moored Buoy
(S) Mark	Shelly Beach	Moored Buoy

ii. Bate Bay course laid marks may be placed in the following vicinities:

(E) Mark	Estuary, vicinity of Obelisk	Moored Buoy
(S) Mark	Shelly Beach	Moored Buoy
(C) Mark	Sea Mark / CYCA Mark (lat. 34° 04.35'S; long. 151° 10.90'E, approx. 0.5NM NE of Hacking Point)	Moored Buoy
(BM) Mark	Bombora Turning/Clearance (approx. 1.2NM E of Bass & Flinders Obelisk)	Moored Buoy

iii. Triangle or Windward/Leeward laid marks:

Start/Finish buoy	Port side of RCV	Moored Buoy
Mark 1	Windward Mark	Moored Buoy
Mark 2	Wing Mark	Moored Buoy
Mark 3	Leeward Mark	Moored Buoy

iv. Up River course laid marks may be placed in the following vicinities:

Start/Finish buoy	Port side of RCV	Moored Buoy
Mark A	Great Turriell Bay	Moored Buoy
Mark B	Gymea Bay	Moored Buoy
Mark C	Gogerleys Point	Moored Buoy

c) Virtual Mark (VM) Information:

i. Virtual Marks have been created in the following vicinities:

Navigation Line	9.0NM E of Cronulla	(line of longitude 151° 20.00'E)
Bombora Transit	1.5NM E of Obelisk	(line of longitude 151° 11.00'E)
Marley	1.5NM E of Marley Beach	(lat. 34° 07.5'S; long. 151°10.1'E)
Wattamolla	1.5NM E of Wattamolla	(lat. 34° 08.6'S; long. 151° 09.0'E)
Era	0.5NM abeam Era headland	(lat. 34° 11.4'S, long. 151° 03.9'E)

ii. Procedure For Rounding a GPS Position:

Boats are to cross a virtual line; defined for Virtual Marks as a circle of radius of 0.1NM from the nominated GPS coordinates, or a line-of-sight Transit Line crossing a line of Latitude or Longitude may be used to define a point of turning.

- a. The GPS shall be set to the WGS84 datum and the lat/long or latitude of the nominated GPS coordinates shall be entered as a waypoint with an approach (alarm) circle of 0.1NM. The track log shall be set to record (10 second intervals if possible).



- b. When the boat crosses the virtual line, she may make her rounding in either direction but only as permitted by the racing rules of sailing and the prevention of collision regulations if other boats are in close proximity.
- c. The boat shall record the position of her turning point and the coordinates shall be declared with the GPS finish time SMS within two hours of finishing.
- d. The Race Committee may review any boat's turning coordinates and may rule a boat did not sail the correct course if the coordinates have not crossed the virtual line, or if the coordinates have not been given. It is recommended that the boat's turning coordinate and track are recorded and stored on the GPS as a documented record that can be made available to the Race Committee. It is also recommended that a photograph be taken of the plotter screen showing the boat's coordinates at the time of the rounding.

N. START SIGNALS

The warning signal for each succeeding class shall be made with or after the starting signal of the preceding class.

When pursuit (handicap) starts are applicable, a boat's preparatory signal is deemed made four minutes before the boat's handicap start time.

SIGNAL FLAG & SOUND INFORMATION

		Minutes before start signal
Warning	Class/Series Flag + One sound <ul style="list-style-type: none">• Offshore Blue Pennant• Short Ocean Green Pennant• Triangle Pink Pennant• Estuary Pink Pennant• Passage Pink Pennant• Cruising Yellow Pennant• Sprints White Pennant• Two Handed Orange Pennant	5
Preparatory	Code Flag "P" + One short single sound <p>The Preparatory signal may be accompanied by one of:</p> <ul style="list-style-type: none">• "I" (Round-an-End Rule), or• "Z" (20% Penalty), or• "Z" with "I" (20% Penalty & Round-an-End), or• Black Flag (Disqualification)	4
One-minute	Preparatory flag removed + One Long Sound	1
Start	Class/Series flag removed + One Sound	0



EMERGENCY CONTACTS

- | | |
|----------------------------------------|---------------------------------|
| • Ambulance, Fire, Police | 000 |
| • Marine Rescue - Cottage Point | 9456 3055 |
| • Marine Rescue - Hawkesbury | 9985 9012 |
| • Marine Rescue - Broken Bay | 9973 9200 |
| • Marine Rescue - Sydney | 9471 8300 |
| • Marine Rescue - Middle Harbour | 9969 3270 |
| • Marine Rescue - Solander | 8071 4838 |
| • Marine Rescue - Port Kembla | 4260 6300 |
| • Water Police - Broken Bay | 9910 7899 |
| • Water Police - Sydney | 9320 7499 |
| • Water Police - Botany Bay | 9529 8140 |
| • Westpac Life Saver Rescue Helicopter | 9311 3499 / 1800 805 528 |
| • Royal Motor Yacht Club Port Hacking | 9523 9300 |

In a boating emergency, Radio for help on:

- Channel VHF16 (distress and calling channel)
- Channel 88 (27.880 MHz) on a 27 MHz radio



WET TECH RIGGING

CUSTOM SPLICING - CONNECTORS - ROPE - HARDWARE

Drew Van Ryn

drew@wettechrigging.com.au

0400 426 208



www.wettechrigging.com.au



www.ebay.com.au/str/WetTechRigging



www.facebook.com/WetTechRigging



SIGNAL FLAGS

