



CRONULLA SAILING CLUB

(INCORPORATING PORT HACKING OCEAN YACHT CLUB)



2026-27 Keelboat Sailing Instructions

www.cronullasailingclub.com.au



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Keelboat Sailing Instructions

2026-2027

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Related Documents:

- Cronulla Sailing Club Racing Program, published on official CSC website
- Cronulla Sailing Club Course Book, published on official CSC website



RISK WARNING

This Risk Warning is issued by Cronulla Sailing Club Ltd., 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.

SAILING COMMITTEE

Sailing Committee, Rear Commodore and Series Representatives.

RACE MANAGEMENT TEAM

Rear Commodore, Sail Sys Assistants, Start Boat Assistants 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.

COURSE BOOK & RACE PROGRAM

Current editions of the Cronulla Sailing Club Course Book and Race Program, as published on the club website.



AUSTRALIAN SAILING RACING RULES

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

CLUB NOTICE BOARD AND ELECTRONIC COMMUNICATIONS

The Notice Board is 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. NB. The primary electronic means of communication is via email, with secondary informal notices issued via WhatsApp and/or SMS.

SAILING INSTRUCTIONS

1. RULES

All races will be governed by the rules as defined in the World Sailing 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 these sailing instructions) and by these Sailing Instructions. The current RRS 2025-2028 are available electronically and or in printed form.. This meets the required minimum for each category.

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

2. RACES BETWEEN SUNSET AND SUNRISE

Boats racing between official sunset and official sunrise shall display navigation and stern lights in accordance with the International Regulations for Preventing Collisions at Sea (COLREGS). These regulations shall replace the relevant rules of Part 2 of the RRS, except on the occasion of a race starting in the Estuary after sunset when the RRS shall apply until a line from the Glaisher Point the navigation light to Hacking Point is crossed.

3. DISCLAIMER OF LIABILITY

By way of entering, competitors acknowledge and agree that participation in the events can be dangerous and accepting their participation is at their exclusive risk in every respect. Further, by way of entering any activity provided by Cronulla Sailing Club Ltd., competitors shall hold harmless the organising authority, its officers, members, servants and agents and all other competitors in respect of all liability for injury to their person and or loss or damage to their property howsoever arising from their participation or intended participation in the event, and acknowledge and accept that the organising authority, its officers, members, servants, agents and other competitors accept no responsibility in respect to loss of life, personal injury or loss or damage to property which may be sustained by reason of a competitor's participation or intended participation in the event, or arising for whatever reason in connection with the event.

Attention is drawn to RRS Fundamental Rule 3 - Decision to Race: The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone.



4. ALTERATIONS TO SAILING INSTRUCTIONS

- a. In accordance with RRS 90.2(c), prior to the warning signal, temporary alterations that affect only the immediate race may be made to these sailing instructions by the Race Management Team. Such temporary alterations shall be signified by the RCV displaying Flag L (yellow and black quarters). All boats may come within hail to receive oral and/or written instructions, or contact the start boat via radio on the appropriate race channel. Notice may also be displayed on the Club Notice Board and/or on the SailSys online noticeboard, and/or on the CSC website, and/or via WhatsApp.. Provided Flag L is displayed, all boats in that race shall be deemed to be advised of the alteration.
- b. Alterations to the sailing instructions that are to be permanent shall be posted on the Club Notice Board under the heading "Alterations to Sailing Instructions" at least 24 hours prior to the day they will take effect, and may also be posted on the SailSys online noticeboard, and/or on the CSC website, and/or communicated via WhatsApp.

5. SPECIAL EVENT SAILING INSTRUCTIONS

Throughout any season, a variety of Regattas, Special Events and Series that may require separate Notice of Race (NOR) and/or Sailing Instructions may be conducted by CSC. Such documents are to be published by the Race Management Team prior to the event. All such documentation shall be displayed as described in the preceding club noticeboard definition. Such CSC programmed events and/or series may include:

- Sydney Harbour and Shell Harbour offshore series
- Combined CSC/RMYCPH racing, incl. Offshore, Bate Bay and Two-Handed series
- Navigators' Cup regatta
- Corporate Day
- Any class regattas hosted by CSC

6. RACE ELIGIBILITY

- a. A boat is eligible for entry in Club races provided that:
 - i. The boat is owned or chartered by a financial member of the Club.
 - ii. The vessel holds a current third party and Public Liability insurance policy appropriate for the category of racing being undertaken. It is mandatory that a PDF copy of the Certificate of Currency has been posted by the Boat Owner in their 'My Boat' document library page on the SailSys portal.
 - iii. The boat holds a current, complete and audited annual AS Special Regulations Equipment Compliance Form for its appropriate race category, and updates expired items when due. A PDF copy of the current Equipment Compliance Form (all pages) shall be posted by the Boat Owner in their 'My Boat' document library page on the SailSys portal.
 - iv. The Boat Owner is also invited to host other important boat ratings certificates, safety documents, radio licences, first aid certificates, SSSC, crew qualification documents, etc in their 'My Boat' document library page on the SailSys portal.
 - v. All crew members must comply with Clause 7(a) of this document, relating to Membership Fees.
 - vi. Prior to the first race start, the boat must be registered so as to comply with Clause 7(b) of this document, relating to Race Fees.



- b. Change of ownership will be regarded as a new entry in any point score.
- c. Casual entries may be accepted for a Club race provided that:
 - i. The entry fee is paid via the SailSys portal at least 24 hours before the race start time.
 - ii. The boat has hosted both their current insurance Certificate of Currency and their AS Special Regulations Equipment Compliance Form as described in clauses 6(a)(ii) and 6(a)(iii) of this document.
 - iii. The handicapper is notified at least 24 hours before the race start time. Casual entries will not be eligible for trophies nor finishing place points in Club races.

7. RACE ENTRY

a. Membership Fees

All persons on board a boat whilst racing must be financial sailing members of a Club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid SailPass for each race day, or if an international competitor, be a member of a Club affiliated to a recognised World Sailing National Authority. A component of the CSC membership fee contributes to Australian Sailing membership which includes a personal insurance policy.

b. Race Fees

To be eligible to race and receive a result, boats must pay the relevant entry fees, payable online through the SailSys race management portal, at least 24 hours before the race start time.

8. SCHEDULE OF RACES

- a. The date and the approximate time of starting signal will be as stated in the Race Program, published on CSC website.
- b. Where a scheduled race is abandoned or postponed and is to be re-sailed, the Race Committee shall give not less than seven (7) days notice, and post the date and time of warning signal of the new race on the SailSys race management portal, and/or via WhatsApp.
- c. The handicap time of boats participating in pursuit (handicap) start races shall be posted on the SailSys race management portal, and/or via WhatsApp.

9. COURSES

- a. Courses will be described in the Keelboat Course Book, published on the CSC website, and may be subject to amendment at the discretion of the Race Management Team.
- b. For courses laid in Bate Bay, the approximate compass bearing from the starting line to the first mark may be displayed by the Race Committee Vessel.
- c. The course to be sailed shall be as indicated by flags flown on the Race Committee Vessel.



10. MARKS

a. **Special Obstructions**

Any area indicated by a cardinal mark or navigation mark in the estuary of the Hacking River shall rank as an obstruction.

b. **Missing Permanent Marks**

If marks are not within 0.1 of a nautical mile of the published position, then boats may make a turn after crossing a radius of 0.1nm of the given coordinates as described in the Virtual Mark (VM) Rounding procedure.

c. **Permanent (Moored Buoy) Marks**

Refer to the current CSC Course Book for a list of common permanent marks and their coordinates.

d. **Inflatable Marks**

Unless otherwise prescribed in the sailing instructions, the marks will be yellow, green, pink or blue buoys; yellow spars; or as advised by the Race Management Team and/or specified in the Course Book.

- Offshore and Short Ocean courses shall not rely upon laid marks, aside from Start and/or Estuary turning marks and the Bombora Clearance Mark, when laid.
- The RCV shall lay a start/finish line, and turning marks appropriate to the courses programmed for that day.
- Refer to the current CSC Course Book for a list of common inflatable or solid moored marks and their coordinates, as used in Bate Bay and Port Hacking.

e. **Virtual Marks**

Refer to the current CSC Course Book for a list of virtual marks and their coordinates as used along the Sydney Coast, as well as detailed rounding procedures.

11. STARTING LINE

- a. Unless otherwise prescribed in the sailing instructions, the Starting Line will be between the RCV mast displaying the club burgee as the on-station flag and a moored mark at the leeward end. In addition, a distance mark may be laid at or near the RCV end of the starting line, in which case boats shall pass between it and the outer mark when starting. A boat shall not pass between the RCV and this distance mark.

- b. For Category 4 races starting in the Estuary, when the RCV is on station, the pin-end mark will be a moored solid or inflatable mark.

For Category 4 races when the RCV is not on-station, the Starting Line will be an extension of the transit line from the Bass & Flinders Obelisk to the starboard lateral marker pile situated below the monument. Boats shall start on the southern side of the pile mark, leaving it to port.

A moored solid or inflatable mark may be laid in the estuary as the rounding buoy for courses that turn in the estuary. Where such a rounding buoy is not laid, it may be substituted by the Bass and Flinders Transit Line turning procedure, defined in the current Course Book.

- c. Boats whose warning signal has not been made shall keep clear of the starting area and of all boats whose warning signal has been made.



12. LONE STARTER

The minimum number of boats for a club race will be two (regardless of RSS 90.3(a)). Should two boats appear at the start, they shall be entitled to sail the course and thereafter be awarded results.

13. CREW START LIST

Crew Declarations and Sign-On

Before the first warning signal, it is mandatory that each boat shall declare the names, Australian Sailing (AS) numbers, and Next of Kin details of all persons on board using the SailSys sign-on procedure.

A Skipper that fails to comply with this requirement will be protested by the Sailing Committee under RRS 60.2(a). If, after a hearing, the Protest Committee determines that the rule has been broken, the boat shall be disqualified (DSQ) from all races that day.

For the declaration of a protest by the Sailing Committee, four persons shall constitute a quorum. For the determination of a protest, by the Race Management Team, four persons shall constitute a quorum.

In determination of a protest, consideration shall be had as to if the Skipper was unable to make the declarations in SailSys due to technical issues and if the declaration was then radio through to the Start Boat.

This changes **RRS A4 and A5**.

14. CATEGORY 4 RACE REPORTING

- a. In addition to the sign-on procedure described in Section 13 of this document, for Category 4 races, each boat shall report to the RCV advising the boat's name, sail number and number of crew before the warning signal. The report shall be made by radio using the race communication frequency.
- b. If there is no RCV on-station, the required report shall be made via the race communication frequency to the deemed starter, who may be positioned at the Bass & Flinders Monument, on another vessel in the vicinity, or on a participating boat. The deemed starter shall acknowledge vessel reports, and notify of any change to the course or Sailing Instructions. This replaces the requirements of code flag L in SI 4(a).

15. STARTING SIGNALS

- a. Unless otherwise prescribed in the course description, the starting line will be between the RCV's mast displaying the club as the on-station flag, and the nominated start mark.
- b. Refer to the Course Book for a detailed list of course and fleet starting signals that shall be displayed by the RCV when on-station.
- c. Races will be started and finished using RRS Rule 26, and/or as amended by these instructions. Fleets will start in the order of the times specified in the Sailing Program, published on CSC website.



- d. For Category 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. The deemed starter may be positioned at the Bass & Flinders Monument, on another vessel in the vicinity, or on a boat participating in the race. Assistance may be provided by sounding a horn, or by announcement and/or countdown on the race communication frequency at the scheduled start signal time(s). The deemed starter may also announce Individual and General Recall signals if required. This amends RRS 26 & 29.
- e. For handicap start (pursuit) races, the signals for starting the race timer will be in accordance with RRS Rule 26. Thereafter, the elapsed time in minutes since the start of the race will be displayed by the RCV, and the display of the number corresponding to a boat's published handicap shall be her starting signal. There may be individual recalls. This amends RRS Rules 26 and 29.
If the display fails or not available gps time shall prevail
- f. A boat starting later than ten (10) minutes after her starting signal will be scored "Did Not Start". This amends RRS A4.1.
- g. Signals made ashore will be displayed on the Club flagpole without sound signals.
- h. When racing is combined with RMYCPH (or otherwise), the starting procedures of the host Club shall prevail. It is essential that a visiting boat make themselves aware of the host Club's published race procedures.

16. **RECALLS** (amends RRS 29)

After signalling an individual recall, the Race Management Team may attempt to notify infringing boats on the race communication frequency. After signalling a general recall, the Race Committee may announce the recall on the race communication frequency.

17. **RADIO COMMUNICATIONS**

Distress/Calling Frequency: **VHF Channel 16**

Race Communication Frequency: **VHF Channel 73**

All yachts shall scan both frequencies.

- a. The Race Management team may broadcast its intentions for the day commencing 90 minutes before each race on the race communication frequency. In addition, the Race Committee may broadcast information regarding the course to be sailed, the start arrangements and/or other information of interest to competitors, and at the appropriate time the names/sail numbers of boats judged to be OCS. The Race Management Team may also transmit course information by WhatsApp..
- b. All boats in Category 4 races shall monitor the radio on the distress/calling frequency whilst racing.
- c. The use of prearranged signals, radio transmissions and the like for the benefit of individual competitors is prohibited, except that a request for the official weather report is permitted, and will not infringe RRS Rule 41.



18. RETIREMENT

Any boat failing to finish a race shall advise the Race Management Team as soon as practicable.

19. FINISHING LINE & PROCEDURE

a. CATEGORY 4 RACES

- i. Unless otherwise prescribed in the course description, the finishing line will be an extension of the transit line from the Bass & Flinders Obelisk to the starboard lateral marker pile situated below the monument. Boats shall finish on the southern side of the pile mark, leaving it to starboard. Each boat shall take note of the GPS time when finishing. A Whatsapp message providing the boat's name and 24hr GPS finishing time shall be sent to the designated Whatsapp group as soon as practical, but within thirty (30) minutes of crossing the finish line.
- ii. Only if prescribed in the course description, or otherwise by prior communication, the finishing line will be between the RCV's mast displaying a blue on-station flag, and the nominated finish mark.
- iii. The Race Management Team may request one or more boats to remain in the vicinity of the finishing line to record the elapsed time of other boats.
- iv. When finishing at night, the boat's sail number shall be illuminated while crossing the finishing line.

b. CATEGORY 7+ RACES

Unless otherwise prescribed in the course description, the finishing line will be between the RCV's mast displaying a blue on-station flag, and the nominated finish mark.

20. TIME LIMIT (amends RRS 35)

- a. **CATEGORY 4 RACES:** The time limit shall be the official sunset. If one boat finishes before the time limit, the time limit will be extended by thirty (30) minutes. Boats failing to finish before the time limit extension will be scored "Did Not Finish".
- b. **CATEGORY 7+ RACES INSHORE:**
 - i. For days with more than one race scheduled for a fleet, the time limit will be thirty (30) minutes after the first boat in the fleet to finish.
 - ii. For all other races, the time limit will be three-and-a-half (3.5) hours from the start of the race, or official sunset, whichever is earlier. If one boat finishes before the time limit, the time limit will be extended by thirty (30) minutes.
 - iii. For Winter or other Pursuit start racing, the time limit will be three-and-a-half (3.5) hours from the last starter in each division. If one boat finishes before the time limit, the time limit will be extended by thirty (30) minutes.
 - iv. Boats failing to finish before the respective time limits will be scored Did Not Finish (DNF) for that race.



21. DECLARATIONS

Declarations may be submitted after any race, and a Declaration Form is available on the official Cronulla Sailing Club website. A declaration that a RRS rule, Sailing Instruction, or other requirement may have been infringed in the race must be lodged with the Race Management Team within twelve (12) hours of finishing the race.

22. PENALTIES FOR BREAKING RULES

- a. For an infringement of Part 2 of the RRS, a 720° turn penalty in accordance with RRS Rule 44.1.
- b. A boat which infringes RRS Rule 42 “Propulsion” by using her engine or being towed after her preparatory signal, but before starting, shall take a one-turn (720°) penalty before crossing the start line.
- c. A boat which infringes RRS Rule 42 “Propulsion” by using her engine to take urgent action to avoid or get clear of an obstruction, shall take a one-turn (360°) penalty before continuing to race. In Category 4 races, full details of any such occurrence shall be included on a Declaration Form, and the Sailing Committee advised within the specified time limit. The Sailing Committee may adjust the elapsed time of the boat at its discretion.
- d. Unless otherwise prescribed, for an infringement of these sailing instructions or Part 4 of the RRS, a penalty of 20% of starters (rounding 0.5 upward) or one place whichever is greater, may apply instead of disqualification providing that neither the infringement resulted in serious damage nor the boat gained a significant advantage.
- e. The Sailing Committee may penalise without a hearing a boat that acknowledges she has infringed a RRS Rule or sailing instruction in a Declaration lodged in accordance with Sailing Instruction 21. This amends RRS 63.1 & A5.

23. GARBAGE

No article of any description shall be jettisoned or allowed to fall from any boat whilst racing.

24. PROTESTS

- a. Protests shall be lodged in writing, in the format of the RRS Protest Form, with the Race Officer, a Rear Commodore, or Handicapper within the following time limit of the finishing time of the last boat in the last race of the day
 - i. For Category 4, 7+ races: two (2) hours
- b. A protest committee of three (minimum) will hear protests. The Rear Commodore or his representative will advise the parties involved in a protest of the place and time of the hearing of the protest.
- c. A protest will be heard in accordance with the protocol of the club to which the protesting boat belongs, and that club will have the role to administer the protest as follows:
 - i. A member of the Race Management Team will notify the boat or boats being protested that a protest has been lodged.
 - ii. A copy of the protest form must be made available within 24 hours.



- iii. The club administering the protest will in the first instance endeavour to mediate prior to formal protest procedure commencing.
- iv. If mediation is unsuccessful, the club administering the protest will appoint 2 persons to the protest committee and invite the club of the protested boat to nominate a 3rd member.
- v. Wherever possible, one of the persons appointed by the administering club shall be an independent chairman of the protest committee.

25. RACE RESULTS

Results of all races will be posted as soon as practicable on the Club website and SailSys portal

26. ADVERTISING ON BOATS

For all Club races, boats shall comply with ISAF Advertising Code, Category C.

27. BURGEES & PENNANTS

- a. In all races, all boats should carry the Club burgee at the stern above the deck and in such a manner that is clearly visible. A boat will not be penalised for non-compliance.
- b. In all races all boats shall carry a burgee on the backstay of the same colour as the burgee which is the starting signal for that boat's fleet, in accordance with the Course Book. A boat not displaying a burgee may not be recorded as a starter or finisher.

28. NUMBER OF CREW

- a. Unless otherwise prescribed in these sailing instructions, in Category 4 races, a boat shall have a minimum crew of three (3) of minimum age of eighteen (18) years. Unless racing two handed
- b. Unless otherwise prescribed in these sailing instructions, in Category 4 races, a boat that has a functional autohelm installed shall be permitted to sail with a crew of two of minimum age of eighteen (18) years.
- c. In Category 7+ races, a boat shall have a minimum crew of two (2), one of minimum age of eighteen (18) years and the other of minimum age of fourteen (14) years.
- d. In a two-hand fleet, a boat shall have a crew of two (2) of minimum age of eighteen (18) years and no other person shall be aboard.

29. STRONG WINDS

- a. In the event of a gale warning for the course area being issued by the Bureau of Meteorology (www.bom.gov.au), and reliable meteorological modelling concludes that the forecast Gale conditions **will develop** between the race start time and two hours after the race time limit as defined in Clause 20 of these instructions, the race shall be abandoned or postponed to such other day as the Race Management Team may determine.
- b. In the event of a gale warning for the course area being issued by the Bureau of Meteorology (www.bom.gov.au) which is current within two (2) hours of the race start time, and reliable meteorological modelling concludes that the forecast Gale conditions **will NOT develop** before two hours after the race time limit as defined in Clause 20 of these instructions, the RO and Race Management Team may review the forecast



conditions and decide to proceed with the race. Skippers will be notified of the decision by SMS and/or WhatsApp as early as practical, notifying competing boats of the heightened weather risk.

c. In all circumstances, attention is drawn to RRS Fundamental Rule 3 - Decision to Race: The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone.

- d. For all boats participating in Cat 7+ courses, if winds on the course area exceed a steady velocity of twenty-five (25) knots for a minimum of thirty (30) seconds or gust velocity of thirty (30) knots, the race set down for that day may be abandoned or postponed to such other day as the Race Management Team may determine.
- e. The RO or Race Management Team will endeavour to notify all skippers as early as practicable before the start of a race, if that race is to be cancelled due to the weather.

30. SPINNAKER (amends RRS 50.2 & 50.3)

- a. At the time of a boat's race entry, the boat shall nominate on the online SailSys race entry form if she intends to sail with or without a spinnaker for that entire event, series or season. The boat can enter differing spinnaker commitments in other events, series, or seasons.
- b. Spinnakers must conform to the dimensions specified by either manufacturer of the boat, the Class Rules or the boat's Rating Certificate. Otherwise, oversize spinnakers must be disclosed to the Handicapper.
- c. Providing the spinnaker and spinnaker pole comply with the Class Rules or Rating Certificate of the boat, they will not Infringe Rules 50.2 and 50.3.
- d. Fixed and retractable spinnaker poles and bowsprits not attached to the foremast shall be permitted for the purpose of setting asymmetrical spinnakers.
- e. Spinnakers are not permitted in any series designated non-spinnaker.

31. STABILITY (amends RRS 51 & 52)

- a. A boat may use movable and/or variable ballast for the purpose of increasing stability, providing that the movable and/or variable ballast system complies with the AS Special Regulations for the Category of Race. All boats carrying retractable or swing keels shall keep them fully down and locked whilst racing.

32. SPECIAL REGULATIONS EQUIPMENT COMPLIANCE

- a. Each boat shall have a current Special Regulations Equipment Audit to be eligible to race with the Club.
- b. All Special Regulations Equipment Audits issued by Cronulla Sailing Club Auditors for the purposes of competing under these sailing instructions shall expire on the 30th September each year.
- c. All audits will be carried out at the Club on the day(s) nominated. Additional audits may be carried out at any time at the absolute discretion of the Sailing Committee.
- d. All gear shall be laid out in order of inspection with storm sails bent on, radio transmitter tuned, and ground tackle in sea stowage and secure. The boat's representative and/or competent crew member fully conversant with storage and



working of all equipment, shall be in attendance during the audit. Boats inadequately prepared will not be audited.

- e. Equipment Compliance Categories for CSC boats:
 - Category 4 Minimum required for Offshore series, Short Ocean series, Regatta Series & Two-Handed Series
 - Category 7+ Minimum required for all Bate Bay courses, including Passage, Triangle, Estuary, Sprint, Twilight & Up River
Additional requirements above Category 7 described in the “Special Regulations Equipment” section of this document

33. SPECIAL REGULATIONS EQUIPMENT

- a. For all races, the Race Category will be specified in the Race Program, Course Book, and/or published on the CSC website.
- b. Each boat shall comply with the relevant AS Special Regulations, Part 1, and any additional requirements of the Club for the appropriate Race Category.
- c. Class regatta exemptions DO NOT apply for any racing completed under the CSC Sailing Instructions.
- d. **re: Anchors on Etchells**, the Variation Approval dated 17th September 2021 issued by Australian Sailing in accordance with Special Regulation 1.01.3 amending the minimum requirements of anchors to comply with Class Rule C.5.1(a) in lieu of Special Regulations Part 1, 4.05. applies to these SIs, with respect to the Etchells Class.
- e. All races held in Bate Bay will be designated Category 7+.
- f. **Category 7+ compliance, additional requirements:**
 - i. For compliance with the TfNSW Maritime safety requirements for ‘Open Waters’, each boat sailing any course within Bate Bay (and therefore outside of the designated ‘Enclosed Waters’ environment) shall meet AS Special Regulations Category 7 requirements, plus carry the following additional equipment:
 - Bilge Pump (if LOA > 8m) 3.20.6 (denotes AS special regs)
 - Compass 3.21.1
 - Chart of the Area 4.10.1
 - Lifebuoy (without light) 4.21.1
 - Red Hand Flares (2) 4.22
 - Orange Smoke Signals (2) 4.22
 - Distress Sheet 4.27.1
 - Heaving Line 4.23.1
(minimum 15m x 6mm diameter, attached to lifebuoy)
 - Fresh Water (2 litres per crew)
 - Electronic Communications
(handheld VHF, capable of dual scanning Ch 73/16)
 - ii. Category 5 equipment compliance is acceptable for any boat from another Club sailing a Category 7+ Bate Bay course, provided their Club’s SIs allow.



- iii. Each boat in Category 4 races shall be equipped with a permanently installed VHF marine radio in accordance with AS Regulation 3.25.
- iv. Whilst racing, an anchor shall not be mounted at the bow such that it could foul the lifelines or rigging of another boat in the event of a collision.
- g. Any keelboat from another Club participating in a CSC event may vary their equipment requirements where such equipment is acceptable in their Club's Sailing Instructions for the nominated category.
- h. Cronulla Sailing Club reserves the right to inspect a boat at any time to determine the adequacy of her Special Regulations equipment. Failure to comply may result in that boat's entry being rejected, race/series disqualification, or an alternative penalty as prescribed by the Sailing Committee.

34. COURSE-BASED RACE SERIES

- a. Each boat shall nominate on the online SailSys race entry form, which course-based series or event she intends to race, and where relevant, nominate her course selection, and if they intend to race with or without a spinnaker.
- b. A boat shall give seven (1) days notice to the Race Management Team of her nomination to a different course / fleet for a nominated Series or Event.
- c. A range of course-based series and events reflective of the fleet numbers and boat types anticipated, shall form the basis for the generation of the Race Program. Series definitions can be found in the current Course Book.

35. SCORING SYSTEMS

- a. Unless otherwise prescribed, the Low Point System of RRS Appendix A, as amended below, will apply to all races. The nominated races for each series are specified in the current Race Program. Of the scheduled races, 50% (round 0.5 upward) shall be completed to constitute a series.
- b. A boat that starts and thereafter does not finish or retires after finishing shall score points for the finishing place one (1) more than the number of starters in that race.
- c. A boat that finishes and is later disqualified shall score points for the finishing place two (2) more than the number of starters in that race.
- d. All other boats, including a boat that does not start, shall score points for the finishing place three (3) more than the number of starters in that race.
- e. Points will be awarded to the combination of boat and owner. Change of ownership will be regarded as a new entry in any series and all points previously accrued shall not be transferred with the boat or remain with the owner.
- f. Any boat that will miss a club point score race due to that boat's representation in a Regatta, State, National or World Championship for the class, or a recognised offshore race, may request redress. The request shall be submitted at least 7 days before the race is missed. The Sailing Committee will determine the request within 5 days of that race.
- g. If a boat is nominated to provide assistance on the RCV on a club race day which prevents her from competing in the club event, the Race Committee will award average points to that boat for the race missed (redress).



- h. In the instance of a boat granted 'redress' the calculation of the average points shall be determined by the points scored in the series divided by the number of races, rounded to one decimal place. As the series progresses, this average will be recalculated each week. Abandoned races are excluded from the count.
- i. Each boat shall discard the points of her worst race(s) for each course-based series point score as nominated in the Race Program.

36. HANDICAPPING

- a. Results shall be calculated as PHS, CBH, ORCc and Scratch point scores. SailSys Race Management software shall be utilised to manage these handicaps and results where practicable.
- b. Prior to the commencement of a new season's point score, all handicaps shall be reviewed, and each boat shall be allocated their initial Time Correction Factor (TCF) for both Performance Based Handicap (PHS) and Class Based Handicap (CBH) systems.
- c. After each point score race, the PHS handicap of each boat may be adjusted by the SailSys algorithm in accordance with elapsed time relative to her competitors.
- d. CBH is derived from a valid IRC rating certificate for the individual boat, or where a boat has not been measured, the CBH/RBH may be based on information applicable to the same class of boat. Handicaps may be adjusted by the handicapper for differences in performance or equipment as necessary.
- e. There will be no change in handicap for boats that score DNS, DSQ or DNF.
- f. All boats racing collectively in a one-design fleet shall have a CBH of 1.000
- g. The handicapper, after consultation with the Sailing Committee, may adjust a boat's handicap at their discretion, should it appear there has been an anomaly in setting a boat's initial handicap.
- h. Changes to a boat's sails and equipment within the class rules shall not affect their handicap.
- i. In the event of a change of ownership, a new handicap shall be allocated for the boat.

37. MOVABLE BALLAST

Boats shall request permission from the Sailing Committee to use movable and/or variable ballast for the purpose of increasing stability. Any such request must be accompanied by full details of the system involved, and any such system will be considered in establishing the boat's handicap. Stored power may be used for the operation of movable ballast systems. RRS 51 and 52 are changed to the extent required by this paragraph.



APPENDIX 2: EMERGENCY CONTACTS

● Ambulance, Fire, Police	000
● Marine Rescue - Sydney	9471 8300
● Marine Rescue - Solander	8071 4838
● Marine Rescue - Port Kembla	4260 6300
● 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)



APPENDIX 3: SIGNAL FLAGS

