



CRUISING YACHT CLUB OF AUSTRALIA

48th ANNUAL KODAK SYDNEY-HOBART RACE

RACE 5 — ASIA PACIFIC OCEAN RACING CHAMPIONSHIPS

SAILING INSTRUCTIONS RADIO INSTRUCTIONS AND RACE ENTRIES



CRUISING YACHT CLUB OF AUSTRALIA
with the co-operation of
ROYAL YACHT CLUB OF TASMANIA

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Cruising Yacht Club of Australia

Kodak Sydney-Hobart Yacht Race

1992

SAILING INSTRUCTIONS ALL TIMES AEDT (GMT + 11)

1. TIME OF START

1300 hours, 26th December, 1992.

The Warning Signal will be displayed at 1250 hours.

2. RACE COMMITTEE

The Cruising Yacht Club of Australia, as the organising authority, appoints the following Race Committee.

G.Halls (Chairman and Race Director), R.Johnston (Race Director-Hobart) M.Cameron, M.Fletcher, D.Fairfax, R.Badenach, R.Brenac.

3. PROTEST COMMITTEE

3.1 The Race Committee appoints the following Protest Committee.

J.Kirkjian (Chairman), L.Hughes, G.Burt, J.Stuart-Duff, J.Lucas, B.Shepperd.

3.2 The Race Committee reserves the right to replace or appoint additional Protest Committee members where necessary.

4. OFFICIAL NOTICE BOARDS

4.1 **SYDNEY:** Adjacent to C.Y.C.A. Sailing Office entrance.

4.2 **HOBART:** Ground floor, RYCT Clubhouse.

5. OFFICIAL SUNSET AND SUNRISE

The time of Official Sunset shall be 2030 hours and Official Sunrise shall be 0530 hours.

6. RULES

6.1 The race shall be governed by the current International Yacht Racing Rules and prescriptions of the Australian Yachting Federation (except that between official sunset and sunrise the International Rules for Preventing Collisions at Sea shall replace corresponding rules of Part IV), the International Offshore Rule, (where applicable) the International Measurement System Rule and Regulations (where applicable) the C.Y.C.A. Special Regulations and the Notice of Race, all as modified by these Sailing Instructions.

6.2 The A.Y.F. Safety Regulations to be observed shall be Category 1.

7. RESPONSIBILITY

7.1 All those taking part in C.Y.C.A. races do so at their own risk and responsibility.

7.2 The C.Y.C.A. is not responsible for the seaworthiness of a yacht whose entry is accepted, or the sufficiency or adequacy of its equipment.

7.3 The C.Y.C.A. is not responsible for any damage or injury, either ashore or at sea either to persons or yachts which might result from participating in club races.

7.4 The Race Committee reserves the right to refuse any entry at any time up to the Preparatory Signal; I.Y.R.U. 1.6

7.5 Attention is drawn to I.Y.R.U. Fundamental Rule B which states: "It shall be sole responsibility of each yacht to decide whether or not to start or to continue to race".

8. CERTIFICATION, CREW LIST, INSPECTION

8.1 No later than 1700 hrs on Monday 21st December, each yacht is required to submit to the Race Committee:

- (a) Its current IOR or IMS Rating Certificate
- (b) Its safety compliance form for A.Y.F. Safety Regulations Category 1 as amended by Special Regulation 107.
- (c) A crew list showing the name, address, crew weight and phone number of each crew member, also the name, address and phone number (FOR THE DURATION OF THE RACE) of nominated next-of-kin or personal contact.

8.2 Any variations to the crew list, together with the required supporting information, shall be advised to the Race Committee before the Start or by radio to the Radio Relay Station no later than 2 hours after the Start.

8.3 Yachts shall be made available for inspection at any time prior to 1100 hours on 2nd January, 1993.

9. SAIL NUMBERS - CHARTERED YACHTS

A yacht chartered or loaned may carry national letters or sail numbers in contravention of her class rules (I.Y.R.R. 25.3).

10. RACE CATEGORIES

10.1 The Race will be conducted in three Handicap Categories.

- IOR: - raced under IOR MKIIIA (adjusted for Age Allowance) TCF's.
- IMS: - raced under I.M.S. Time Allowances for yachts which comply fully with the IMS Regulations.
- TPHS: - raced under TPHS TCF's for yachts which elect to race using handicaps determined by the Race Committee based on past performances.

11. HANDICAPS

11.1 IOR - Results shall be decided by the application of T.C.F.'s rounded to four decimals as a multiplier of elapsed time. T.C.F.'s shall be calculated from I.O.R. Rating by the formula:

T.C.F. = (Sixth Root "X" - .96) x .988 rounded to 4 decimals
where "X" is IOR MKIIIA Rating in feet adjusted for Age Allowance thus:

AF = Age Factor

AFY = Age Factor Year, which is the year of Hull Date or Age Date (as shown on the IOR Certificates), whichever is the later.

For yachts with AFY 1990 or later AF= 0
For yachts with AFY earlier than 1990, AF= 0.004 x (1990-AFY)

"X" = RA (in feet) x (1 - AF)

11.2 IMS - Results shall be determined by the application of Ocean Race Time Allowances multiplied by the Course Distance, viz. 630.4 n.miles, for the windspeed selected by the Race Committee or its nominee. The Relative Course Allowance for each yacht shall be calculated by the "scratch boat" method i.e. the value of the smallest Course Allowance shall be subtracted from that of all other yachts. Thus each yacht's Corrected Time shall be its Elapsed Time minus its Relative Course Allowance.

The nominated windspeed shall not be subject to protest or dispute. Whenever possible the progressive windspeed selected for determining Time Allowances will be announced at the conclusion of each Radio Schedule.

11.3 TPHS - Results shall be decided by the application of T.C.F.'s rounded to three decimals as a multiplier of elapsed time. Each yacht's T.C.F. shall be determined by the Race Committee or its nominee and shall not be subject to protest or dispute.

11.4 Ratings shall not be changed after 1700 hrs. Friday 18th December except with the permission or at the discretion of the Race Committee or as a result of protest action, or for the correction of clerical errors.

12. DIVISIONS

12.1 In addition to the overall contest the race will be conducted in Divisions, as follows:-

- (a) IOR: A, and B Divisions.
- (b) IMS: A,B,C and D Divisions.
- (c) TPHS: One Division Only.

12.2 The separation points between Divisions shall be determined by the Race Committee when the Ratings of all entrants are known, so that yachts of similar type and speed may be allocated to common Divisions, as far as possible.

12.3 The composition of Divisions shall not form the basis of any protest or dispute.

13. RESULTS

Progress and final results, together with those of the Asia Pacific Ocean Racing Championships, will be displayed in the C.Y.C.A. and R.Y.C.T. Clubhouses and at Constitution Dock as soon as practicable following computation. Copies of final results will be made available and will be mailed to owners.

14. TROPHIES

Trophies will be awarded as detailed in the Notice of Race.

15. DESIGNATED AREAS (Refer Appendix 2)

15.1 Yacht Manoeuvring Area

An area to the South of the Rear Starting Line will be allocated exclusively to competing yachts for approximately one hour before the start. Yachts should keep within the designated area (refer Appendix 2 which defines spectator craft boundaries).

15.2 Spectator Craft Areas

The official designated areas, defined by orange inflatable buoys carrying the Kodak logo, are shown in Appendix 2. Competing yachts must not enter the spectator craft areas.

16. RACE FLAG

16.1 A special Race Flag, provided by the C.Y.C.A. in each yacht's information satchel, must be flown from the backstay or port/starboard mizzen shroud of each competing yacht from the time she approaches the manoeuvring area until passing seamark Z to ensure that she is accorded access to the manoeuvring and course areas.

16.2 The Race Flag used by yachts starting from the Forward Starting Line shall be a red logo on yellow background; the Race Flag used by yachts starting from the Rear Starting Line shall be black logo on white background.

16.3 NO OTHER FLAG, except code Flag "I", or Protest Flag "B" may be flown from the same stay whilst the Race Flag is displayed.

16.4 Flags bearing advertising, i.e. battle flags/house flags, are permitted at any time other than whilst racing.

17. REPORTING AT START

Yachts intending to start are required to report to the race officials on either the Starting Vessel "Kathleen Gillett" or on the Mark Vessel "Winston Churchill" at the ends of the Rear Starting Line for identification to ensure that all Starters are recorded.

18. STARTING LINES

18.1 (a) There shall be two Starting Lines approximately 300 metres apart.

(b) The Forward Starting Line shall be between the signal mast situated on the N.W. end of Shark Island, displaying a white flag with red C.Y.C.A. lettering, and the mast of the Mark Vessel "Boomerang" displaying a similar white C.Y.C.A. flag moored near the Bradleys Head Buoy.

(c) The Rear Starting Line shall be approximately 300 metres behind (to the South West) and parallel to the Forward Starting Line. The Start Vessel "Kathleen Gillett" and Mark Vessel "Winston Churchill" shall otherwise be as described in 18.1 (b) except that the C.Y.C.A. flag shall be red with white lettering.

18.2 (a) On each Starting Line, Starting Limit Marks will be moored in the vicinity of the Starting and Mark Vessels but may not necessarily be on the Start Line. When starting, yachts shall leave the Starting Limit Mark on the same side as they are required to pass the nearby Start or Mark Vessel.

(b) The Forward Starting Limit Marks will be large Kodak buoys with a red top.

(c) The Rear Starting Limit Marks will be large Kodak buoys with a black top.

(d) A small marker buoy may be laid inshore of the eastern end forward Starting Limit Mark to mark the approximate extremity of the reef on the North West end of Shark Is.

18.3 (a) Yachts in Radio Group A shall start from the Forward Starting Line.

(b) Yachts in Radio Group B shall use the Rear Starting Line and shall pass between the Limit Marks of the Forward Starting Line whilst proceeding to Mark X.

18.4 (Affecting I.Y.R.U. 51.1(c).

The "Round the Ends Rule", shall apply from the Preparatory Signal and when any part of a yacht's hull, crew or equipment is on the course side of her Starting Line or its extensions during the five minutes before her Starting Signal she shall return to the pre-start side of her Starting Line between the Starting Vessel or Mark Vessel and the adjacent Starting Limit Mark, and start.

19. STARTING SIGNALS

19.1 Visual signals shall be made from the flagstaff on Shark Is. and the mast on "Kathleen Gillett" as described in 18.1(b) and (c) above. Sound signals shall be made from a cannon situated on the Kodak V.I.P. Vessel "Aussie One".

19.2 **Warning Signal:** Ten minutes before the start of the race an orange cylinder shape together with code flag "I" will be displayed on each Starting flagstaff and a cannon fired.

19.3 **Preparatory Signal:** Five minutes before the start of the race an orange cone shape will be displayed and code flag "I" lowered on each Starting flagstaff and a cannon fired.

19.4 **Starting Signal:** At Start Time both Warning and Preparatory Signals on both Starting Flagstaffs will be lowered and a cannon fired.

20. RECALLS

20.1 Individual recalls shall be signalled in accordance with I.Y.R.U. Rule 8.1 from the appropriate Starting Flagstaffs and a cannon fired.

20.2 A yacht subject to recall shall thereafter pass on the course side of and around either of the Starting Line Limit Marks and start according to definition.

20.3 A yacht subject to recall will be identified if possible by radio on the frequency 4483kHz. SUCH RADIO RECALL WILL COMMENCE TO BE TRANSMITTED APPROXIMATELY TWENTY MINUTES AFTER THE START SIGNAL.

20.4 **THERE SHALL BE NO GENERAL RECALL.**

21. TURNING MARKS AT SYDNEY HEADS (X and Y)

21.1 There shall be two Turning Marks at Sydney Heads to equalise the distances sailed from the two Starting Lines to the Seamark Z. Mark X will be a large Kodak buoy with a BLACK top (as for the Rear Start Line Distance Marks) and will be positioned approximately 600 metres bearing 014° True from South Head; this will be the Turning Mark for yachts using the Rear Starting Line.

21.2 For yachts starting from the Forward Starting Line, the Turning Mark Y will be a large Kodak buoy, with a Red top (as for the Forward Start Line Distance Marks) situated generally 310 metres Northward of Mark X. However, for wind directions between South and East the position of this buoy will be adjusted to compensate for its windward/leeward relationship to that of Mark X so that the total distances sailed from each Starting Line to the Seamark Z shall be the same. The various positions of this Mark Y for wind directions in 10° increments between 080° and 160° are shown in Appendix 3.

21.3 Mark Vessels will be stationed in the vicinity of Marks X and Y, and will be distinguished by orange dayglo panels and orange windsocks and/or large yellow flags carried aloft in addition to a white flag with black C.Y.C. lettering.

22. COURSE - (p) and (s) denote rounding on port or starboard hand.

22.1 Start, through Forward Starting Line Limit Marks as applicable (see 18.3(b)) to Turning Mark X, North of Hornby Light (s), or Forward Turning Mark Y (s) to Seamark Z (s) approximately 2 nautical miles bearing 120° true from midway between the Turning Marks, to Tasman Island (s), to Iron Pot (s), to John Garrow Shoal Light (p), to the Finishing Line (see Appendix 1 para 8. for positions and co-ordinates).

22.2 Between the Starting Vessel and Turning Mark X, also between the Start Line Mark Vessels and Inner North Head, the course boundaries shall be imaginary lines 10 metres offshore of the spectator craft area boundaries (see Appendix 2).

THE COURSE BOUNDARIES SHALL RANK AS OBSTRUCTIONS (I.Y.R.U. 42 and 43.)

22.3 Affecting I.Y.R.U. Rule 52

(a) With the exception only of the Finishing Line mark, the marks of the course are deemed to be NOT surrounded by navigable water and Rule 52.2 shall apply.

(b) A yacht touching either a Starting Mark or her Turning Mark at Sydney Heads shall carry out her exoneration after passing the appropriate Sydney Heads Turning Mark and before passing Seamark Z.

23. LENGTH OF COURSE

630.4 nautical miles.

24. FINISHING LINE (See Charts AUS 171 and 172)

24.1 In the Derwent River, crossing from south to north, between the flagmast on the Finishing Box on Battery Point and an orange buoy displaying a white flag by day and white flashing light (3 seconds) by night, the buoy bearing 050° true, approximately 300 metres from the Finishing box.

A distance mark, being a large Kodak mark, as for the Seamark "Z", may be positioned approximately on the Finishing Line and when finishing yachts are advised to leave this mark to port.

24.2 Yachts finishing at night are required to illuminate their sail number on the port side.

NOTE 1: After finishing, yachts are required to heave-to and await the arrival of an escort vessel. Yachts will moor bow or stern to, should have an anchor ready, and are to observe the instructions of the escort vessel.

NOTE 2: The Finish Line for the Melbourne Hobart Race is an imaginary line between the centre of a facility on the eastern corner of Macquarie Wharf and a red buoy 300 metres to seaward in an easterly direction. This buoy will be flying a red flag and has a flashing red light (5 secs) after sunset.

25. TIME LIMIT

The Time Limit for all yachts shall be 72 hours after the first yacht finishes (rounded to the following hour). Yachts which have not finished at the expiration of the Time Limit shall record their position (lat. and long.) on their declaration form from which Elapsed Time and Corrected Time for the race will thence be established based upon average speed maintained from the Start until the expiration of the Time Limit. Yachts will be notified of the established Time Limit from the Radio Relay Station during the Radio Schedules after the first yacht finishes.

26. DECLARATIONS

- 26.1 Declarations on the prescribed form are required to be lodged ONLY when a breach of the rules, regulations or sailing instructions, however minor, occurs during the race or where a yacht does not finish within the Time Limit prescribed in S.I.25 above or where specifically required by the Race Committee.

In electing to refrain from lodging a Declaration, the skipper of each yacht is acknowledging that the yacht complied fully with the rules, regulations and sailing instructions throughout the race.

- 26.2 Skippers are advised that failure to report at ANY mandatory radio sked will require a Declaration to be lodged stating the reasons for failing to report and details of efforts made to relay position.
- 26.3 Declarations shall be lodged at the Royal Yacht Club of Tasmania Clubhouse office or in the Declaration Box at the Information Centre at Constitution Dock no later than 2 hours after the Finishing Time of the yacht or, should the office be closed at the expiry of this time, by 1100 hours after the next opening of the office.
- 26.4 A yacht which is observed or reported to have infringed a rule or rules, and which fails to lodge a Declaration within the time limit as prescribed in 26.3 shall be subject to the application of Alternative Penalties as detailed in Sailing Instruction 28.
- 26.5 The R.Y.C.T. office hours will be 0800 to 2200 hours on each day.

27. RULE INFRINGEMENTS (Affecting I.Y.R.U. 70.1, 70.2 & 74.4 and Appendix 3)

- 27.1 The intention of this rule is that the Protest or Race Committee will not automatically disqualify yachts for an infringement of a rule of Part IV of the I.Y.R.U. Rules.
- 27.2 However, at its discretion the Committee may disqualify yachts that cause serious damage to another yacht, or crew member, or breach the rules of Parts III and V.

28. ALTERNATIVE PENALTIES TO DISQUALIFICATION (Affecting I.Y.R.U. 70.1, 70.2 and 74 and Appendix 3)

- 28.1 Failure to return and start correctly (Affecting I.Y.R.U. 51.1(b))
A penalty of 30% shall apply.
- 28.2 I.Y.R.U. Rules of Part IV before clearing the Sydney heads Turning Mark.
- (a) 720° Turns - I.Y.R.U. Appendix 3.1, where modified as follows, shall apply for an infringement of a Rule of Part IV before clearing the Sydney Heads Turning Mark.

From the Preparatory Signal until passing the appropriate Turning Mark at Sydney Heads, a yacht which infringes a rule of Part IV of the I.Y.R.U. Rules may acknowledge the breach and exonerate itself by applying the 720° turn

Alternative Penalty as defined by the I.Y.R.U. Appendix 3.1. Such exoneration however, shall occur only after passing the appropriate Turning Mark at Sydney heads and before passing the Seamark Z. After carrying out exoneration, the yacht shall report the fact to the Radio Relay Station on 4483 kHz between 1505 and 1530 hours and confirm such action on the official Declaration Form. For yachts which fail to acknowledge the infringement of a Rule of Part IV before clearing Sydney Heads Turning Mark, Sailing Instruction 28.3 shall apply.

- (b) Time Penalty - From the Preparatory Signal until having cleared the appropriate Turning Mark at Sydney Heads, a yacht which is subject to a protest for an alleged infringement of a rule of I.Y.R.U. Part IV made by a yacht other than one directly involved in the incident may be subject to an elapsed time penalty of 10 minutes if the infringement is not acknowledged and exonerated as provided in Sailing Instruction 28.2(a).

28.3 I.Y.R.U. Rules of Part IV.

- (a) Percentage Penalties - I.Y.R.U. Appendix 3.2, where modified as follows, shall apply for an infringement of a rule of Part IV.
- (b) 2.4 - a penalty of 30%
2.6 - a penalty of 40%
- (c) A yacht which after a protest hearing under I.Y.R.U. 68.4 (protest without displaying a protest flag) is found to have infringed a rule of Part IV shall receive a penalty of 20%.
- (d) A yacht which fails to meet the requirements of Sailing Instruction 26 (Declarations) shall receive a penalty of 20%.

- 28.4 All other rules of the race unless otherwise notified:
A Protest Committee may apply a percentage penalty in lieu of disqualification for infringements of Rules other than those above.

- 28.5 All penalties shall be computed as a percentage of the number of entries to the nearest whole number (round .5 upwards). Penalties shall be not less than 5 places for 40%, 4 places for 30%, 3 places for 20% and 2 places for 10%. Further, in no case will a competitor receive a worse place than the number of entries.

29. APPLICATION OF PENALTIES (Affecting I.Y.R.U. 70.1 and 71.1)

- 29.1 It is the intention of these Rules that the Protest Committee or Race Committee will penalise within the terms of Sailing Instruction 28. If the Protest Committee considers that a breach of the rules has been committed, it may;

- (a) disqualify the yacht,
(b) impose a penalty by allotting to the yacht the place for the position worse than her actual finishing position by the appropriate percentage penalty, as provided in Sailing Instruction 28.

- 29.2 A yacht infringing a rule in more than one incident shall receive a percentage penalty for each incident.

- 29.3 The Race Committee may act in accordance with Sailing Instruction 29.1(b) without a hearing to deal with all the rule infringements disclosed by a yacht in her race Declaration, except that the yacht shall be entitled to a hearing when she satisfies the Protest Committee that an error may have been made.
- 29.4 Trophies (including Corrected Time and First yacht to cross the Finish Line Trophies) and placings will be awarded, and Record Times recorded, after any penalty or redress has been applied. Placings for yachts eligible for the F.&J.Livingstone Trophy and first yacht out of Sydney Heads shall not be affected by the imposition of Alternative Penalties.
- 29.5 The imposition of a percentage penalty will occur when all penalties have been decided, and will affect the placings of other yachts which shall be advantaged to fill each preceding place, subject to tied, elapsed or line honours results. If more than two yachts share the same placing before readjustment, the yacht/s with the least penalty shall be placed above the yacht/s with the greatest penalty.
- 29.6 However, where a pointscore is involved, points will be allotted before the upwards adjustment of placings, thus two yachts may receive the same score (I.Y.R.U. Appendix 3, para 2.7)

30. NUMBER OF ENTRIES

For penalties and results, the number of entries shall be the number of anticipated starters from the List of Entries as posted on the C.Y.C.A. Notice Board at the time of the Race Briefing.

31. REPORTS (Under I.Y.R.U. 70.2(d))

Such reports shall be lodged at the R.Y.C.T. office no later than the time limits for lodgement of declarations.

32. PROTESTS (Affecting I.Y.R.U. 68)

- 32.1 A fee of \$25 shall accompany each protest lodged. Such fees shall not be refundable under any circumstances and will be donated at the discretion of the Race Committee to a worthy organisation.
- 32.2 Protests concerning eligibility of an entry shall be lodged at the C.Y.C.A. Sailing Office within one hour of the conclusion of the briefing commencing at 0900 hours on 24th December 1992.
- 32.3 Protests arising from the race shall be lodged at the R.Y.C.T. Clubhouse Office within six hours of the finishing time of the protesting yacht or, should the office be closed at night, by 1100 hours the following morning.
Except that:

Intention to protest under I.Y.R.U. 33 and 68.4 shall be notified to the Radio Relay Station at the first radio schedule following the incident.
- 32.4 Notification of details of protest hearings will be made on the Official Notice Board (see Sailing Instruction 4) and the posting of such notices shall be deemed notification to the parties for the purpose of I.Y.R.U. Rule 72.3).

- 32.5 The R.Y.C.T. Office hours will be 0800 to 2200 hours on each day.

33. PYROTECHNICS STOWAGE

- 33.1 Immediately each yacht is berthed in Hobart all of the pyrotechnic devices (flares, rockets, etc) must be stowed and securely locked in a container (fixed or portable), the key to which will be held in the custody of the skipper for the duration of the yacht's stay.
(THIS IS A MARINE BOARD OF HOBART REGULATION)

34. APPENDED MAP

The sketch map in Appendix 2 is for the assistance of competitors and the position of any object shown thereon is approximate.

35. CHANGE OF SAILING INSTRUCTIONS

If it is necessary to make an alteration to the Sailing Instructions, a written notice shall be displayed on the C.Y.C.A. notice board, identified by I.C. Flag "L" by 0900 hours on the day of the start of the race. Copies will be available from the Sailing Office and from a Club Station near the Rear Starting Line Station, on which numeral pennant "1", flown beneath I.C. Flag "L" will indicate amendment 1, and so on.

36. RACE BRIEFING

- 36.1 A briefing for skippers and navigators will be conducted in the C.Y.C.A. Clubhouse at 0900 hrs on Thursday 24th December, 1992.
- 36.2 Weather forecast will be made available to all competitors on the morning of the start of the Race.