

**CRUISING YACHT CLUB OF AUSTRALIA**

*with the co-operation of*

**ROYAL YACHT CLUB OF TASMANIA**



# **AWA FORTYSECOND SYDNEY-HOBART RACE 1986**

**SAILING INSTRUCTIONS  
RADIO INSTRUCTIONS**

and

**Race Entries**



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# SYDNEY-HOBART YACHT RACE 1986

## RACE ENTRIES — RADIO GROUP 1

These are Alphabetical Groups and not Racing Divisions

<u>Code No.</u>	<u>Yacht Name</u>	<u>Sail No.</u>	<u>Owner/Charterer</u>	<u>I.O.R. Rating</u>
001	Alexander of Creswell	3807	R.A.N. (R. Lavett)	32.5
<del>002</del>	<del>Ambiance</del>	396	D. Herlihy/J. Hughes	* 31.8
003	Anaconda II	KA48	J. Grubic	64.2
004	Another Concubine	4440	J. L. & P. E. Parker	30.2
005	Bacardi	SM377	J. Williams (Synd.)	33.0
006	Bewinched	4311	W. Ferris/S. Gazal	51.2
<del>007</del>	<del>Blue Max</del>	S18	D. Gough	31.8
008	Casablanca	G2176	G. McDonald	46.3
009	Castaway Enterprise	KZ6000	D. Taylor	* 70.0
010	Challenge II	R339	P. Rowsthorn	33.8
011	Challenge III	KASM39	L. Abrahams	33.3
012	Changabang	R246	B. Van Driel	31.7
<del>013</del>	<del>Charisma</del>	G2522	E. Jones	* 45.4
014	Condor	KB80	R. Bell	* 70.0
015	Contractor	B1111	J. McL. Taylor	35.0
016	Destiny	183	T. A. Taylor	33.3
<del>017</del>	<del>Drakes Prayer</del>	B300	D. Hales	33.7
018	Dreamtime	3875	D. F. McDonald	32.4
019	Dynamite	1308	I. French	33.5
020	Encore II	A16	W. & V. Anderson	30.9
021	Evelyn	4100	J. Fraser	49.6
<del>022</del>	<del>Great Expectations</del>	1770	D. J. Forbes	40.0
023	Heart	HC43	E. L. Heartfield	* 35.0
024	Helsal II	G3	A. M. Kelso	67.7
025	Icarus	3774	A. Ridley	34.1
026	Inca	4515	B. C. Ryan	34.3
027	Inch By Winch	393	J. Goddard	32.5
028	Indian Pacific	KA3695	C. Jacobsen	30.2
029	Iniquity	L10	S. Morgan	39.0
030	Intrigue	KAA40	D. C. Calveret	30.1
031	Jasmin	PD33	M. A. O'Keefe	* 31.1
<del>032</del>	<del>Joint Venture</del>	SM50	R. Elliott	30.5
033	Lassiters Reef	R83	J. R. Carroll	* 59.0

\*Indicates that I.O.R. Rating is estimated only



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## RACE ENTRIES — RADIO GROUP 1

These are Alphabetical Groups and not Racing Divisions

<u>Code No.</u>	<u>Yacht Name</u>	<u>Sail No.</u>	<u>Owner/Charterer</u>	<u>I.O.R. Rating</u>
<del>034</del>	<del>Madeline's Daughter</del>	3000	P. Kurts	* 34.3
035	Manly Ferry	4350	M. Blackmore	33.8
036	Margaret Rintoul II	2170	R. W. Jackman	34.0
037	Moonraker Again	L1	N. K. Welfare	32.9
038	Nadia IV	4040	Canberra ORC (T. Dalton)	30.0
039	Newcastle Flyer	M7	P. Rundle	30.3
040	Nimrod II	G300	I. Watson	33.3
041	Otella	MH25	C. Montgomery	* 42.0
042	Pacific Phoenix	4054	E. Long	29.4
043	Paladin	4070	C. Franklin	30.3
044	Parmelia	2344	B. Woods	34.8
045	Polar Bear	287	A. Martin	30.4
046	Prime Suspect	G1	R. Abikhair	30.0
047	Privateer	US33881	P. Kuttel	69.0
048	Quasimodo	G77	M. & V. Innes	65.0
049	Rampant II	3507	A. Tucker	69.0
050	Roama	S5	D. Jenkin	* 40.0
<del>051</del>	<del>Seahawk</del>	A99	J. Davern	33.9
<del>052</del>	<del>Sovereign</del>	130	B. Lewis	* 70.0
053	Spirit	KH1142	J. W. Miller	33.9
054	The Roperunner	S4499	P. Robinson	30.1
055	Thumbs Up	M1	T. Rowland	30.5
056	Too Impetuous	KA3663	G. Lambert	31.4
057	Triad	SM800	Coombs/Vickery	39.9
058	Trump Card	1986	A. Budd	40.0
059	Turkey Shoot	B1147	S. McDonald/B. Bowden	30.2
060	Uptown Girl	4182	R. Winton	31.5
061	Vanguard	1170	R. Cawse	34.7
062	War Games	YC205	D. C. Urry	30.3
063	Warlord	SA79	I. Scott	30.9
064	Wild Oats	4343	R. I. Oatley	* 33.4
065	Windward Passage	7099	R. Muir	69.8
066	Witchdoctor	2557	C. A. Troup & Partners	* 35.5

T.V. Wyuna

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# SYDNEY-HOBART YACHT RACE 1986

## RACE ENTRIES — RADIO GROUP 2

These are Alphabetical Groups and not Racing Divisions

<u>Code No.</u>	<u>Yacht Name</u>	<u>Sail No.</u>	<u>Owner/Charterer</u>	<u>I.O.R. Rating</u>
067	Amaroo III	2520	L. Hamilton/Noonan	25.7
068	Auspicious	1065	N. Marr	24.6
069	Balandra	496	G. Hennieke	29.8
070	Bushfire	4210	G. Bush	28.1
071	Christa-Farr	3598	J. D. & C. A. Pomfret	28.7
<del>072</del>	<del>Chutzpah</del>	R33	Schilte/Taylor	24.3
073	City Limits	4216	M. Carr	26.0
<del>074</del>	<del>Dancing Mouse</del>	65	D. Hundt	22.9
075	Demo	3803	R. Brady	28.1
076	Derwent Lass	H2	D. H. Colbourn	20.8
077	Dubious	R84	G. J. Thompson	26.0
078	Eastern Morning	B30	A. Collins	22.4
079	Ecstasy V	367	R. K. Harris	25.7
080	Ex Tension	4214	A. Dunn	27.5
081	Firetel	A50	R. Lawler/K. Taylor	23.5
082	Galaxy III	261	D. Langford & Fam.	26.5
083	Goldfinger	ME007	R. Triplow	* 29.0
084	Good News	R237	J. Calvert-Jones	27.9
085	Groundsfor	3758	B. & N. Hines	28.0
086	Gumblossom	B233	J. P. Gleeson	19.6
087	Hindsight II	605	R. Griffin	20.5
088	Impeccable	MH106	J. Walker	24.2
089	Indian Pacific V	MH9	J. Eyles	27.3
090	Infra Red	182	R. T. Southwood	26.1
091	Invincible	A33	R. Behrens	28.5
092	Just Jones	3638	C. Denny	28.7
<del>093</del>	<del>Kanga</del>	3363	F. B. Ryan	* 29.2
094	Kings Cross	621	J. B. & J. P. King	27.6
095	Knuckleduster	2299	P. Cush	21.3
096	Lady Ann	2786	J. & A. Kirkjian	22.9
097	Lawless	SM88	R. Green	21.5

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## RACE ENTRIES — RADIO GROUP 2

These are Alphabetical Groups and not Racing Divisions

<u>Code No.</u>	<u>Yacht Name</u>	<u>Sail No.</u>	<u>Owner/Charterer</u>	<u>I.O.R. Rating</u>
098	Leven	881	B. F. Cunneen	22.0
099	Low Profile	4056	A. Zanelli	28.7
100	Madmen's Woodyard	4803	Bowling/Bonallo/Terrell	22.2
101	Marara	1317	A. E. Ratcliff	22.5
102	Mark Twain	A113	O'Neill/Ward/White	26.5
103	Middle Harbour Express	237	R. Stone/G. Challoner	27.4
104	Morning Tide	A94	J. Lawler	22.9
<del>105</del>	<del>Much Ado</del>	3666	J. Corrie	26.0
106	Mulloka	SM801	P. Jacka	22.1
107	Mystique	5061	C. Wilson	23.8
108	Nadia	3937	J. Oakley	* 26.5
109	Ned Kelly	SA58	S. John Clarke	22.4
110	Padam	SM666	K. N. Quinert	22.7
111	Panache	S92	E. Stokans/N. Fyfe	* 24.5
112	Pippin	533	W. E. Sweetapple	28.0
113	Polaris	M99	L. H. Savage	29.5
114	Roller Coaster	A19	J. Fuglsang	26.5
115	Saltpetra	2855	P. Hinton	19.9
116	Sequin	3831	M. P. Quine	20.6
117	Silver Minx	331	G. Player	27.9
118	Singapore Girl	4048	Steigrad/Greenlaw	24.5
119	Solandra	A55	R. W. Escott	22.6
120	Southern Cross	208	B. Gilbert	27.9
121	Spider	2470	R. Purssell	23.7
<del>122</del>	<del>Stormy Petrel</del>	508	A. Pearson	25.2
123	Sunbird	A24	J. Smith	* 24.7
124	Sunseeker	631	P. & V. Thomas	27.8
125	Szechwan	KA3007	W. T. Johns	29.3
126	Thirlmere	3060	S. C. Green	28.9
127	Too Farr Out	1042	P. E. Smith/K. J. Horne	28.6
128	Vanessa III	1510	B. K. & K. A. Jaggar	26.4
	T.V. Wyuna			

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# SAILING INSTRUCTIONS

All times AEDT (GMT + 11 hours)

## 1. TIME OF START

1300 hours, 26th December, 1986.

## 2. RACE COMMITTEE

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

G. Marshall (Chairman), D. Kellett, M. Fletcher, R. Cawse, P. Shipway, R. Johnston, O. Hedberg, M. Cameron, B. Hayden (Secretary).

## 3. PROTEST COMMITTEES

The Race Committee appoints the following Protest Committee.

Sydney — D. Goode (*Chairman*), A. J. Mooney, J. G. Hooton, J. Kirkjian (one to be nominated)

Hobart — D. Goode (*Chairman*), A. J. Mooney, J. M. Lucas, G. C. Griggs, R. H. Bait

## 4. OFFICIAL NOTICE BOARDS

- a. Main entrance lobby, C.Y.C.A. clubhouse.
- b. Ground floor, R.Y.C.T. clubhouse.

## 5. OFFICIAL SUNSET AND SUNRISE

Official sunset shall be 2030 hours and official sunrise shall be 0530 hours.

## 6. RULES

- a. The race shall be governed by the current Yacht Racing Rules of the I.Y.R.U. (except that between official sunset and sunrise navigation lights shall be shown and the International Rules for Preventing Collisions at Sea shall replace corresponding rules of Part IV), the A.Y.F. Safety Regulations for Category 1, the International Offshore Rule, the Notice of Race and C.Y.C.A. Special Regulations, all as modified by these Sailing Instructions.

## 7. RESPONSIBILITY

- a. All those taking part in C.Y.C.A. races do so at their own risk and responsibility.
- b. 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.
- c. 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.
- d. The Race Committee reserves the right to refuse any entry at any time up to the Preparatory Signal; I.Y.R.U. 1.3.
- e. Attention is drawn to I.Y.R.U. Fundamental Rule B which states; "It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race".

## 8. CERTIFICATION, CREW LIST, INSPECTION

- a. No later than 1000 hours on 23rd December each yacht shall submit to the Race Committee the following:
  - (1) Current IOR Rating Certificate (copy).
  - (2) Safety compliance form for A.Y.F. Safety Regulations Category 1 as amended by C.Y.C.A. Special Regulation 107.
  - (3) A crew list showing the name, address and phone number of each crew member, also the name, address and phone number of nominated next-of-kin or personal contact.
- b. 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 Ship no later than the first radio schedule commencing at 1700 hours on 26th December.
- c. Yachts shall be made available for inspection at any time prior to 1100 hours on 2nd January, 1987.



**9. SAIL NUMBERS — CHARTERED YACHTS**

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

**10. TIME CORRECTION FACTORS**

- a. Race results shall be determined in accordance with C.Y.C.A. Special Regulation 110 as follows:
  - (1) Progress results, overall results and winners of the Traditional trophies shall be decided in accordance with C.Y.C.A. Special Regulation 110. C. (1).
  - (2) Illingworth trophies shall be decided in accordance with C.Y.C.A. Special Regulation 110. C. (2).
  - (3) If eligible, it is possible for yachts to win both Traditional and Illingworth trophies.

**11. DIVISIONS**

- a. In addition to the overall contest the race will be conducted in Divisions, as follows;
  - (1) A, B, C and D.
  - (2) A Maxi Division, given sufficient entries.
- b. The separation points between Divisions shall be determined by the Race Committee when the I.O.R. Ratings of all entrants are known, so that yachts of similar speed may be allocated to common Divisions, as far as possible.
- c. The composition of Divisions shall not form the basis of any protest or dispute.

**12. RESULTS**

Progress and final results together with those of the A.W.A. Ocean Racing Championship 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.

**13. TROPHIES**

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

**14. DESIGNATED AREAS (Refer Appendix 2)**

**a. 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 not sail to the East of a map line (refer Appendix 2) from the Rear Starting Line Vessel to the South Cardinal Mark approximately 50 metres SE of Shark Island nor to the West of the map line from the outer end of the Starting Line to Point Piper Buoy No. 2 E.N.E. of Clark Island, which define spectator craft boundaries.

**b. SPECTATOR CRAFT AREAS**

The officially designated areas, defined by white moored buoys are shown in Appendix 2. Competing yachts must not enter the spectator craft areas.

**15. RACE FLAG**

- a. A special Race Flag, provided by C.Y.C.A. in 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 offshore of Sydney Heads to ensure that she is accorded access to the manoeuvring and course areas.
- b. NO OTHER FLAG, except a protest flag or code flag 'I', may be flown from the same stay whilst the Race Flag is displayed.

**16. REPORTING AT START**

Yachts intending to Start are required to report to the race officials on either of the Starting Vessels or on the Mark Vessels at the outer end of the lines for identification to ensure that all Starters are recorded.





## SYDNEY-HOBART YACHT RACE 1986

### 17. STARTING LINES

- a. (1) There shall be two Starting Lines approximately 366 metres (400 yards) apart.
- (2) The Forward Starting Line shall be between the signal mast of the Starter's Vessel, displaying a white flag with black 'C.Y.C.' lettering, berthed at the Dolphins approximately 0.1 n. miles West of Shark Pt, and the mast of a 'dressed' Mark Vessel displaying a similar white C.Y.C. flag and orange panels off Taylors Bay or Chowder Head.
- (3) The Rear Starting Line shall be approximately 366 metres (400 yards) behind (to the South West) and parallel to the Forward Starting Line. This line and its vessels shall otherwise be as described in 17. a.(2) except that the C.Y.C. flag shall be red with black lettering.
- b. (1) Starting Limit Marks will be moored in the vicinity of each Starting and Mark vessel which will mark the limits of the Starting Lines and yachts shall pass between the appropriate marks when starting.
- (2) The Forward Starting Limit Marks will be orange with a white mid-girth band.
- (3) The Rear Starting Limit Marks will be orange with a black mid-girth band.
- c. (1) Maxi Division and Division A shall use the Forward Starting Line when Starting.
- (2) Divisions B, C and D shall use the Rear Starting Line when starting and shall pass between the Limit Marks of the Forward Starting Line whilst proceeding to Mark X.
- d. (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 prestart side of her Starting Line between the Starting Vessel or Mark Vessel and the adjacent Starting Limit Mark, and start.

### 18. STARTING SIGNAL

- a. **Warning Signal:** Ten minutes before the start of the race an ORANGE CYLINDER SHAPE will be hoisted on each Starting Vessel and a gun will be fired from the Forward Starting Vessel.
- b. **Preparatory Signal:** Five minutes before the start of the race an ORANGE CONE SHAPE will be hoisted on each Starting Vessel and a gun will be fired from the Forward Starting Vessel.
- c. **Starting Signal:** At the expiration of five minutes both Warning and Preparatory Signals on both Starting Vessels will be lowered and a gun will be fired from the Forward Starting Vessel.

### 19. RECALLS

- a. Shall be signalled in accordance with I.Y.R.U. Rule 8.1(a)(ii) from the appropriate Starting Vessel with a gun fired from the Forward Starting Vessel.
- b. 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.
- c. A yacht subject to recall will be identified if possible by radio on the race frequency 4483 kHz.  
SUCH RADIO RECALL WILL COMMENCE TO BE TRANSMITTED AT 1320 HOURS, TWENTY MINUTES AFTER THE START SIGNAL.
- d. Competitors are reminded that radio information is provided as an aid and the provision or failure of the aid shall not form the basis of any protest.
- e. **THERE SHALL BE NO GENERAL RECALL.**

### 20. TURNING MARKS AT SYDNEY HEADS (X and Y)

- a. There shall be two Turning Marks at Sydney Heads to equalise the distances sailed from the two Starting Lines to the Seamark Z. A tug X will be positioned approx. 800 metres bearing 010° True from South Head, and will be the Turning Mark for Divisions B, C and D (using the Rear Starting Line).
- b. For Maxi and A Divisions (using the Forward Starting Line), the Turning Mark will be a conspicuous red buoy, Y, with a mid-girth white band situated generally 379 metres (414 yards) Northward of the Tug 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 the tug so that the total distances sailed from each Starting Line to the Seamark Z shall be the same. The various positions of this mark for wind directions in 10° increments between 160° and 080° are shown at Appendix 3.

### 21. COURSE — (p) & (s) denote rounding on port or starboard hand

- a. Start, through Forward Starting Line Limit Marks as applicable (see 17. c. (2) to Turning Mark Vessel 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 Light (s), to Iron Pot (s), to John Garrow Shoal Light (p), to Finish.  
(see Appendix 1 paragraph 8 for positions and co-ordinates).  
Between the Starter's Vessels 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).**  
**Affecting I.Y.R.U. Rule 52**  
(1) 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(c) shall apply.  
(2) 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.

### 22. LENGTH OF COURSE

Approximately 630 nautical miles.





## 23. FINISHING LINE (See Charts AUS171 and 172)

- a. In the Derwent River, crossing from south to north, between the flagmast on the Judge's Box on Battery Point and an orange buoy displaying an orange flag by day and white flashing light (3 seconds) by night, the buoy bearing 120° true, approximately 220 metres from the Judge's Box.
- b. Yachts finishing at night are required to illuminate their sail number on the port side.

NOTE 1: Yachts finished 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: Yachts are requested to keep clear of the finish line for the Melbourne-Hobart Race, between Wrest Point (lat. 42° 54.2' long. 147° 20.2') and a dayglow red conical buoy displaying a red flag by day and red flashing light (5 seconds) by night, the buoy bearing 180° true, approx. 1500 metres from the F.R. Light on Battery Point.

## 24. TIME LIMIT

There shall be no time limit.

## 25. DECLARATIONS (I.Y.R.U. 13)

- a. A declaration of observance of all rules and where appropriate those not observed, on the prescribed form in the Race Logbook shall be lodged with Royal Yacht Club of Tasmania Clubhouse office within 6 hours of the finishing time of the yacht or, should the office be closed at night, by 1100 hrs the following morning. The declaration shall be signed by the skipper whose signature shall be witnessed by another crew member, each of whom shall be a member of a recognised yacht club.
- b. A yacht which fails to lodge a Declaration shall, at the discretion of the Race Committee, be regarded as having retired.
- c. The R.Y.C.T. office hours will be 0800 to 2200 hours on each day.

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

- a. The intention of this rule is that the Protest Committee will not automatically disqualify yachts for an infringement of a rule of Part IV of the I.Y.R.U. Rules.
- b. However, at their 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.

## 27. ALTERNATIVE PENALTIES TO DISQUALIFICATION (Affecting I.Y.R.U. 70.1, 70.2 and 74)

- a. Failure to return and start correctly (Affecting I.Y.R.U. 51.1(b)).  
A penalty of 30% or at least 4 places shall apply.
- b. I.Y.R.U. Rules of Part IV.
  - (1) Before clearing the Sydney Heads Mark:
    - (a) 720° Turns — 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. 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 Vessel on 4483 kHz at 1505 hours and confirm such action on the official Declaration Form.
    - (b) Time Penalty. From the Preparatory Signal until having cleared the appropriate Sydney Heads Turning Mark, a yacht which is subject to a protest for an alleged infringement of a rule of 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 27.b.(1)a.
  - (2) After Clearing the appropriate Sydney Heads Turning Mark:
    - (a) Percentage Penalties — Appendix 3.2, where modified as follows, shall apply for an infringement of a rule of Part IV after clearing the Sydney Heads Turning Marks.
    - (b) 2.5 Penalty 40% and 30% respectively.  
2.6 Penalty 30%  
2.7 Penalty 20%  
2.8 The penalty shall be computed as a percentage of the number of entries to the nearest whole number (round .5 upwards).  
The penalties shall not be less than 5 places for a 40%, 4 places for 30% and 3 places for 20%.  
Further, in no case will a competitor receive a worse place than the number of entries.
    - (c) A yacht which after a protest hearing under I.Y.R.U. 68.3 (protest without displaying a protest flag) is found to have infringed a rule of Part IV shall receive a penalty of 20%.
- c. The imposition of a percentage penalty 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.
- d. If Divisional placings are involved they will be similarly and separately adjusted.
- e. All other rules of the race unless otherwise notified — A penalty of 20% or 10% or at least 3 or 2 places shall apply.





## SYDNEY-HOBART YACHT RACE 1986

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

- a. It is the intention of these Rules that the Protest Committee will penalise within the terms of Sailing Instruction 27. If the Protest Committee considers that a breach of the rules has been committed, it may:
  - (1) disqualify the yacht
  - (2) 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 27.
- b. A yacht infringing a rule in more than one incident may receive a percentage penalty for each incident.
- c. The Race Committee may act without a hearing to deal with all rule infringements disclosed by a yacht in her race Declaration, in accordance with Sailing Instruction 27. b.(2) except that the yacht shall be entitled to a hearing when she satisfies the Protest Committee that an error may have been made.
- d. Trophies (including Elapsed Time and Line Honours Trophies) and placings will be awarded, and Record Times recorded, after any penalty or redress has been applied.

### 29. 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.

### 30. 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 limit for lodgement of Declarations.

### 31. PROTESTS (Affecting I.Y.R.U. 68)

- a. A fee of \$25 shall accompany each protest lodged.
- b. 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 0930 hrs, 24th December.
- c. Protests concerning the system of twin Starting Lines, the two Turning Marks at the Sydney Heads, or the Seamark Z shall be lodged at the C.Y.C.A. Sailing Office within five hours of the conclusion of the briefing, commencing at 0930 hrs, 24th December.
- d. 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 the following morning;
  - (1) Except that protests under I.Y.R.U. 33.2 and 68.3 shall be lodged within one hour of the time limit for lodgement of protests by the latest finisher of the yachts affected.
- e. Notification of details of protest hearings will be made on the Official Notice Board (see Sailing Instruction 4).
- f. The R.Y.C.T. Office hours will be 0800 to 2200 hours on each day.

### 32. PYROTECHNICS STOWAGE

- a. 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.
- b. THIS IS A MARINE BOARD OF HOBART REGULATION.
- c. Compliance with the regulation will be required on the yacht's Declaration.

### 33. APPENDED MAP

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

### 34. 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 Code Flag "L" by 0900 hours on start day. Copies will be available from the Sailing Office and from a Club Vessel near the Rear Starting Line Starting Vessel, on which numeral pendant "1" flown beneath Code Flag "L" will indicate amendment 1, and so on.

### 35. RACE BRIEFING

A briefing for skippers and navigators will be conducted in the C.Y.C.A. Clubhouse at 0930 hrs on Wednesday 24th December, 1986.





## RADIO INSTRUCTIONS

### 36. RADIO SCHEDULES MANDATORY

The Radio Instructions are Sailing Instructions and compliance with the instructions for POSITION REPORT SCHEDULES and RACE SAFETY SCHEDULES is MANDATORY. Yachts failing to comply whilst racing shall be liable to penalty unless the circumstances are explained on the yacht's declaration and such explanation is accepted by the Race Committee.

### 37. RADIO RELAY SHIP

The Radio Relay Ship (RRS) will receive position reports from all yachts in accordance with the schedules below and relay positions to the Race Committee; it will also conduct race safety schedules with the fleet.

The R.R.S. will assist yachts in distress by relaying traffic to the appropriate authorities. The R.R.S. is not intended to tow, ferry crew or relay private messages or telegrams, except when deemed necessary and under I.Y.R.U. Fundamental Rule A.

### 38. RELAY YACHTS

- a. Relay yachts will assist the R.R.S. when required, for the relay of signals not heard or clearly copied by the R.R.S. The following yachts have kindly consented to serve as relay yachts:

- (1) Group 1: (To be advised).
- (2) Group 2: (To be advised).

### 39. RADIO TRANSMISSIONS

- a. The race frequency shall be 4483 kHz (SSB mode) for communications between the R.R.S. and yachts DURING POSITION REPORT SCHEDULES. The R.R.S. may direct other frequencies to be used in extreme conditions at its discretion.
- b. A Race Safety Schedule (2335 hours) will be conducted on 2524 kHz.
- c. From Start Time until the R.R.S. enters port and closes operations she will maintain a continuous listening watch on the 2182 MHz and 4125 MHz (distress frequencies) except when conducting schedules with the fleet.
- d. For unscheduled traffic YACHTS SHOULD CALL THE R.R.S. ON 4125 kHz or 2182 kHz.

### 40. DAILY ROUTINE — POSITION REPORT SCHEDULES

- a. To minimise schedule time, the fleet is divided into two radio groups. A yacht may elect to switch on immediately prior to the starting time for her group and switch off when she has reported her position.
- b. ROUTINE CALLS TO YACHTS FOR POSITION REPORTS WILL COMMENCE AT THE FOLLOWING SCHEDULED TIMES:

	GROUP 1	GROUP 2
(1) 26th December Only	1705 hrs	1735 hrs
(2) All Other Days	0635 hrs 1505 hrs	0705 hrs 1535 hrs

- c. The R.R.S. will commence transmission two minutes before the schedule time for Group 1 giving a long tuning call and checking communications with relay units. One minute before schedule time the special race weather forecast, if to hand, will be read at slow dictation speed. The forecast will be repeated before and after Group 2.
- d. Yachts will be called in the sequence printed on the schedule sheets. When called, yachts will reply with:
  - (1) Yacht name.
  - (2) Position as at 0630 or 1500 (1700 on 26th December only) expressed as —
    - a 4-numeral group representing Latitude.
    - a 5-numeral group representing Longitude.
  - (3) Advice of sightings of unreported yachts.
  - (4) Advice of safety or other equipment carried away for on-transmission to Police and S.A.R. authorities.
  - (5) Securite information such as whale or container sightings.
- e. Each yacht's name and reported position will be repeated by the R.R.S.
- f. On completion of each Group the R.R.S. will again call yachts which failed to report and may ask for sightings of unreported yachts.
- g. If the Group 1 schedule is completed ahead of time, the R.R.S. will stand-by until Group 2 schedule time. If the Group 1 schedule exceeds the allotted time, Group 2 yachts will stand-by until completion of Group 1.
- h. In the concluding stage of the race yachts may be called in one Group, as directed in advance by the R.R.S.

### 41. DAILY ROUTINE — RACE SAFETY SCHEDULES at 2335 Hrs

- a. At 2335 hrs daily, yachts shall stand-by on 2524 kHz for approximately 5 minutes to receive safety traffic, also a weather report if to hand. Individual yachts may be called during the schedule.
- b. Private messages for yachts will be transmitted and important messages from yachts will be received for on-transmission via C.Y.C.A. or R.Y.C.T. Communication Centres (if yachts have been unable to work an O.T.C. Radio Station).
- c. INITIAL SEARCH PROCEDURES
  - (1) If a yacht has failed to report her position at the afternoon schedule she will be called at the 2335 hrs Race Safety Schedule for her position.
  - (2) A yacht failing to report for two consecutive schedules will be called at the 2335 hrs Race Safety Schedule and instructed to display a white flare, the fleet being asked to mount a 360° watch and report sightings.

### 42. UNTRUE POSITION REPORTS

The broadcasting of deliberately untrue position reports shall result in the application of a severe penalty.





## SYDNEY-HOBART YACHT RACE 1986

### 43. ADDITIONAL REPORTS AFTER YACHTS REACH TASMAN ISLAND

- a. R.Y.C.T. base station VH7AM will maintain a continuous watch on 2524 kHz from the time leading yachts approach Tasman Is. until conclusion of the race.
- b. Each yacht will call VH7AM on 2524 kHz upon reaching Tasman Island, advising ETA at the finishing line.
  - (1) As there is a trophy for the first yacht to be due south of Tasman Light leading yachts should report that time to VH7AM and enter it on the yacht's declaration.
- c. Each yacht will again call VH7AM on 2524 kHz when between the Iron Pot and Piersons Pt.
- d. Yachts racing shall continue to comply with the instructions for Position Report and Race Safety Schedules until they have cleared the finishing line.
- e. Yachts should not call VH7AM during the conduct of position report schedules with the fleet. They may call at any other time.

### 44. RADIO ROUTINE AFTER RELAY SHIP CLOSSES DOWN

- a. R.Y.C.T. base station VH7AM will conduct the Position Report and Race Safety Schedules on 4483 kHz at schedule times after the R.R.S. enters port and closes operations.
- b. The R.R.S. will notify those yachts still at sea of the time at which control of race communications will be assumed by VH7AM.

### 45. RADIO RESTRICTIONS

- a. Competing yachts are not permitted to request, and yachts working private schedules with other stations are prohibited from passing information in relation to weather conditions, the positions of other yachts or other race information, except where requested by the Radio Relay Vessel, or except as detailed in sub-paragraphs b to j. No restriction is placed on the receiving of weather information broadcast by Government or commercial stations.
- b. A yacht may be given express written authority by the Race Committee to broadcast a commentary, and in that event the following rules shall apply:—
  - (1) No reference shall be made during such a commentary relating to:—
    - (a) weather conditions being experienced by the yacht currently or during the preceding four hours;
    - (b) the yacht's position or speed currently or during the preceding four hours except generally by reference to the coastline or coastal features (without stating actual or estimated distance);
    - (c) sail settings or sails being carried on the yacht or on any visible yacht currently or in the preceding four hours;
    - (d) yachts in distress, urgency or emergency conditions or wreckage sightings.
- c. All information given must be accurate (i.e. no deliberately false sightings or positions may be reported).
- d. Subject to sub-paragraph c, comment can be made about other yachts in view but it must be accurate or, if uncertain, clearly qualified as such.
- e. No information is to be given which may assist any other yacht to ascertain or improve its position except to the extent permitted in sub-paragraph b.(1)(a) and (b).
- f. The skipper of the yacht from which a commentary is broadcast shall be responsible for the detail of the text broadcast, and his yacht may be protested should it be considered that the terms of this rule have been breached.
- g. The Protest Committee may impose a penalty of no less than 50% of placing position, up to outright disqualification, depending upon their judgement of the seriousness of the transgression, should they find that the rule has been breached.
- h. Authority given to any yacht under this rule may be cancelled by the Race Committee on any of the position reporting schedules in which the yacht in question participates, without reasons being given. A cancellation so issued will apply to the yacht to which it is directed whether or not the transmission is received and shall have immediate effect.
- i. A yacht which uses the authority granted by the foregoing shall cause entries to be made in the Official Race Logbook confirming times of broadcast, conditions, sightings, etc. as referred to in the broadcast. Such logbook shall be made available to the Race Committee on request.
- j. Applications for authority must be made to the Race Committee in writing not less than two weeks prior to the start of the Race and include details of transmission parties and planned times of broadcast.

### 46. SEVERE WEATHER FORECASTS

Requests for and receipt of information regarding severe weather shall not be classed as an infringement of Sailing Instruction 45 nor I.Y.R.U. 60.

### 47. YACHTS RETIRING FROM THE RACE

- a. It is important that a yacht retiring must notify the R.R.S., C.Y.C.A. or R.Y.C.T. at the first opportunity.
- b. Retired yachts are earnestly requested to continue making position reports at each schedule until safely in port. Also, kindly advise of your arrival, as many people will be anxious.

### 48. APPLICATIONS FOR REDRESS

- a. Yachts which divert from their optimum course to make a position report in the circumstances of their transmitter failure, should keep a detailed log of their movements and are invited to make application to the Protest Committee for redress.
- b. Yachts which divert from their optimum course at the request of the R.R.S., the R.Y.C.T. station VH7AM or a Coast Radio Station for search and/or rescue purposes, or alternatively when carrying out their obligations under I.Y.R.U. Fundamental Rule A should keep a detailed log of their movements and are invited to make application to the Protest Committee for redress.





## APPENDIX 1 TO SAILING INSTRUCTIONS

*(Information and matters of importance to competitors who should become familiar with them, though not classed as Sailing Instructions.)*

### 1. PRE-RACE RADIO CHECK

From 1000 hrs to 1200 hrs on the morning of the start the R.R.S. will be available to check radio transmitters. The R.R.S. will maintain a listening watch on 4483 kHz, and all yachts are requested to make a test call.

### 2. BATTERY CHARGING

- a. As the reporting of yacht positions by radio is mandatory, it is essential for yachts to maintain batteries fully charged to help ensure that their signals are clearly audible over a range of 300 miles or so, as may be necessary.
- b. It is recommended that batteries be charged twice each day, before the morning and afternoon schedules.

### 3. RADIO PROCEDURES

- a. It is important to standardise radio procedures to avoid unnecessary delays during position report schedules with the R.R.S.
- b. By observing certain race traditions the schedules can be performed smoothly and quickly as follows:—
  - (1) Tune your transmitter well before commencement of the schedule and perhaps switch off until schedule time. The effect of a carrier coming across a yacht giving her position can be disastrous.
  - (2) Be brief — the R.R.S. knows you are in south latitude and east longitude. The message "Firefly 34-16 151-17" provides all the position information required.
  - (3) When called by the R.R.S., come up promptly with your position report. Speak distinctly and give emphasis to minutes of latitude and longitude.  
The R.R.S. expects to maintain a schedule average of 4 reports per minute.
  - (4) It will be much appreciated if you are able to advise the position of an un-reported yacht such as: "Seaspray is about one mile south-east of Firefly".

### 4. RELAY YACHT PROCEDURE

- a. The relay units will take action immediately if the R.R.S. does not repeat a yacht's position within 5 seconds.
- b. Relay units will report "nothing heard" or the called yacht's position if heard.
- c. The R.R.S. will announce to the fleet "nothing heard from Seaspray", or give her name and position if reported.
- d. In the absence of a position report the R.R.S. may ask the fleet to report sightings.

### 5. SAFETY — SEARCH AND RESCUE

- a. In the event of yachts suffering urgency or emergency conditions, search and rescue procedures are given in comprehensive detail in the ANNUAL SUMMARY OF AUSTRALIAN NOTICES TO MARINERS.
- b. If a yacht fails to make scheduled radio reports, the S.A.R. authorities will not under normal circumstances express concern for her safety unless the yacht becomes clearly overdue at the time she is expected to finish (ETA + 24 hrs).
- c. Yachts must expect that absence of reports, depending on the circumstances, may lead to anxiety on the part of family, relatives and the Race Committee, and give rise to requests to institute search and rescue action through State and National authorities. Initial steps such as broadcasts to alert shipping may be followed by air and sea search operations.
- d. It is imperative, therefore, that non-reporting yachts shall monitor Coast Radio Station schedules to ensure that they become aware of concern for their safety. SHOULD SUCH A SITUATION ARISE THEY MUST MAKE EVERY POSSIBLE EFFORT TO REPORT THEIR POSITION AND SITUATION.

### 6. PORTS OF REFUGE

- a. The following ports have Coastal Patrol bases and associated monitoring radio communications facilities.

Greenwell Point	27.88 MHz	VHF 16	2524 kHz
Ulladulla	27.88	VHF 16	2524 kHz
Batemans Bay	27.88	VHF 16	2524 kHz
Narooma	27.88	VHF 16	2524 kHz
Merimbula	27.88		
Eden	27.88	VHF 16	2524 kHz
Triabunna	27.88		
Falmouth	27.88		
Devonport	27.88	VHF 16	2524 kHz

On approaching the port, a call should be made to the R.V.C.P. Base, "Coastal Patrol Base....." seeking Harbour Master and mooring advice.

- b. A complete Guide to Safe Havens is available in the O.T.C. 'Havens Guide for Mariners' publication.





## SYDNEY-HOBART YACHT RACE 1986

### APPENDIX 1 (continued)

#### 7. SIGNALS TO MANNED LIGHTHOUSES

- a. Manned Lighthouses are situated at Point Perpendicular, Montagu Is., Gabo Is., Point Hicks, Swan Is. and Eddystone Pt. However, a continuous watch is not kept at these lighthouses.
- b. Signals by yachts such as a white flare, by lamp in morse code etc., if sighted, will be acknowledged by signal lamp or flag signals.

#### 8. POSITIONS OF MARKS OF THE COURSE

- a. **Sydney Heads Turning Marks;**
  - (1) Mark Vessel X (Tug Boat): Approximately 800 metres bearing 010° true from Hornby Light (Lat. 33° 49.7', Long. 151° 16.9')

This vessel will be the Turning Mark for yachts starting from the Rear Starting Line.
  - (2) Large orange inflated buoy Y with mid-girth white band positioned generally 400 yards to the Northward of the tug X. Its position for all wind directions is shown in Appendix 3.
- b. **Offshore Seamark, Z** (large orange inflatable): Approximately 2 nautical miles bearing 120° true from midway between the Turning Marks.
- c. **Tasman Is. Light:** Lat. 43° 15' Long. 148° 00'.
- d. **Iron Pot Light:** Lat. 43° 04' Long. 147° 25'.
- e. **John Garrow Shoal Light:** Lat. 42° 55' Long. 147° 22'.
- f. **Finishing Box, Battery Pt.:** Lat. 42° 53.3', Long. 147° 20.3'.
- f. **Finishing Buoy** bearing 120° True, approximately 220 metres from the Judge's Box.

#### 9. TIDAL INFORMATION

a. SYDNEY	TIME	METRES			
26 December, 1986	1637	1.3			
b. HOBART	TIME	METRES	HOBART	TIME	METRES
29 December, 1986	0633	1.8	31 December, 1986	0012	1.2
	1429	0.6		0822	1.9
	2127	1.3		1623	0.4
30 December, 1986	0023	1.2		2334	1.3
	0724	1.9	1 January, 1987	0210	1.3
	1526	0.5		0921	2.0
	2238	1.3		1719	0.5

#### 10. YACHTS RETURNING TO HOME PORTS

- a. One or two position reports each day during the homeward voyage will avoid a lot of heart burn, improve domestic relations, and save countless phone calls to the C.Y.C.A. which will not normally have any information as to your movements.
- b. 2PC PENTA COMSTAT, the long range communications station near Gosford invites yachts to transmit regular position reports on frequency 4483 kHz between 0700 and 1800 hrs each day.
- c. The recommended procedure is for yachts to come up regularly on schedule at 0735 and 1635 hrs. This will allow those with weaker signals to be relayed by other yachts and all yachts to become aware of other yachts' positions.
- d. Weather forecasts for Bass Strait and coastal waters will be transmitted at the start of each schedule by 2PC Penta Comstat.
- e. Relatives and friends are welcome to phone 2PC Penta Comstat for position information between 0700 and 2200 hrs daily — phone (043) 677 668.
- f. **RACING SKIPPERS ARE ESPECIALLY REQUESTED TO DRAW THE ATTENTION OF RETURN DELIVERY CREWS TO THIS RECOMMENDED PROCEDURE.**
- g. To make Radfone calls or send Telegrams, call an O.T.C. Coast Radio Station on 2182, 4125 or 6215.5 kHz.

#### 11. A.B.C. RACE BROADCASTS

Additional to coverage in regular news broadcasts, A.B.C. Radio will broadcast special race reports from the R.R.S. at times published in the Race Logbook.

#### 12. RADIO 2CH RACE BROADCASTS

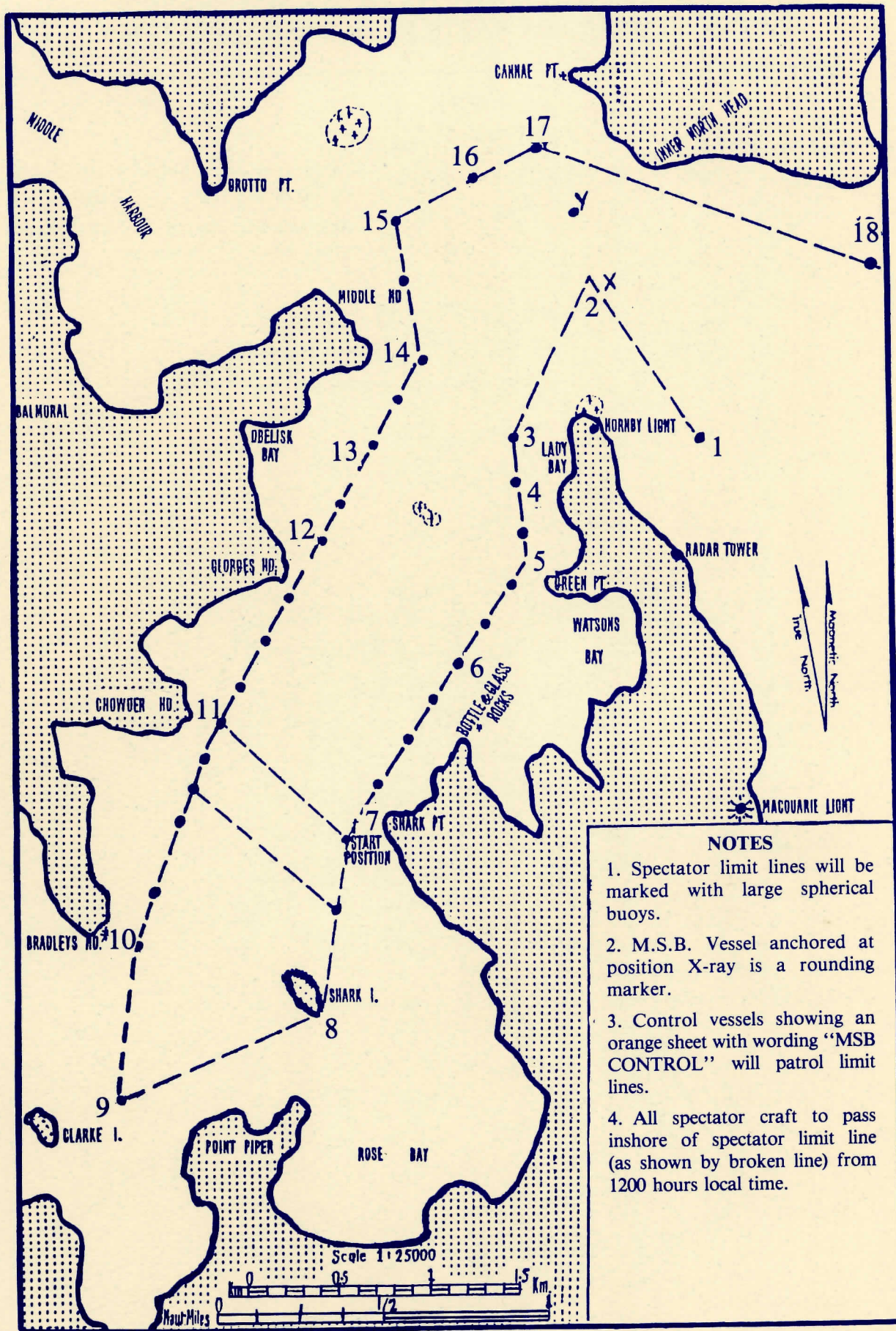
Additional to coverage in regular news broadcasts, Radio 2CH will broadcast special race reports from the R.R.S.





## APPENDIX 2

### MAP OF STARTING AREA, COURSE BOUNDARIES AND SPECTATOR CRAFT LIMITS IN SYDNEY HARBOUR

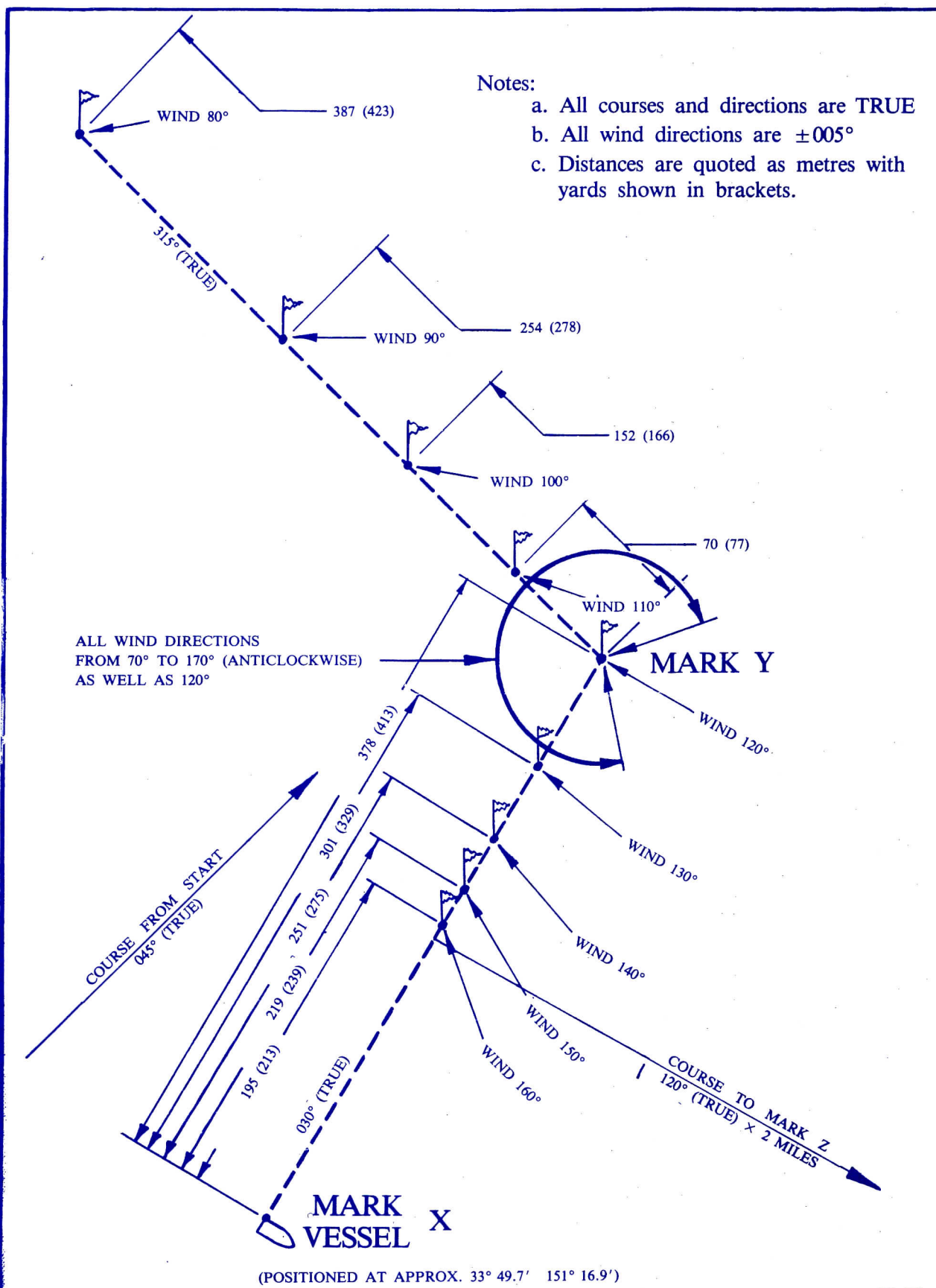






## APPENDIX 3

### CHARTLET SHOWING THE POSITION OF SYDNEY HEADS TURNING MARK X (MARK VESSEL) AND THE ALTERNATIVE POSITIONS OF TURNING MARK Y TO COMPENSATE FOR PARTICULAR WIND DIRECTIONS





SYDNEY-HOBART YACHT RACE 1986

*The C.Y.C.A.*  
**CLUB MED  
NOUMEA RACE**  
30th MAY, 1987

*The C.Y.C.A.*  
**JUPITER'S SYDNEY-GOLD COAST  
YACHT RACE**  
8th August, 1987  
**THE NEW ONE!**

*The C.Y.C.A.*  
**"SOUTHERN CROSS CUP SERIES"**  
The team racing event of the Pacific  
**DECEMBER, 1987**

*The C.Y.C.A. International*  
**"SOUTH PACIFIC  
MAXI CHAMPIONSHIP"**  
The Battle of the Giants  
**DECEMBER, 1987**



