



# NOAKES SYDNEY GOLD COAST YACHT RACE 2023 SAILING INSTRUCTIONS

SYDNEY, AUSTRALIA // 29 JULY 2023

75

MONEYPENNY





## AMENDMENTS TO THE SAILING INSTRUCTIONS

For the use of competitors. Please list any amendments issued by the Race Committee here for easy reference.

Amendment No.	Sections Changed	General Note

Cover Image : Moneypenny Credit: Andrea Francolini



## 1. RULES

The race will be governed by the rules as defined in The Racing Rules of Sailing and as described in Notice of Race ("NoR") 2.1.

## 2. BRIEFINGS

Refer to NoR 3.6 – Compulsory Race Briefing and Compulsory Weather Briefing.

## 3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located on the ground floor of the CYCA Clubhouse. Copies may also be placed on the notice board on the ground floor of the Southport Yacht Club Clubhouse and published on the race website.

## 4. CHANGES TO SAILING INSTRUCTIONS (SI's)

Changes to SIs, if any, shall be made in accordance with RRS 90.2(c), and changes will be posted not later than four hours prior to the starting signal.

## 5. RACE COMMITTEE

The Race Committee comprises:

Lee Goddard (Chairman), David Kellett, Peter Whitford, Marc Pavillard, Noel Cornish, Peter Shipway and Simon Turpin.

## 6. NATIONAL JURY

The Organising Authority has appointed a National Jury in accordance with RRS Addendum A. The members of the National Jury are Steven Hatch IJ (NSW) (Chairman), Mark Gallagher NJ (QLD) David Brookes NJ (QLD).

## 7. LENGTH OF COURSE

The course is approximately 384 nautical miles.

## 8. RESPONSIBILITY

### 8.1 Responsibility

All those taking part in the race do so at their own risk and responsibility. The Organising Authority, Noakes Group and their respective officers, employees, volunteers and members, accept no liability for any injury, loss or damage that may be suffered by any competitor.

**Specific attention is drawn to RRS Fundamental Rule 3, which states:**

*"The responsibility for a boat's decision to participate in a race or to continue racing is hers alone"*

### 8.2 International Convention for the Safety of Life at Sea

It is accepted as the normal practice of seamen, indeed there is an obligation upon masters, that they render every assistance within their power in cases where a person or persons are in distress at sea. These obligations are set out in regulation V/10 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974).

### 8.3 International Aeronautical and Maritime Search & Rescue Manual Vol. III

A boat is required to comply with International Aeronautical and Maritime Search & Rescue Manual Vol. III upon receiving a Distress Call.



The Immediate Action required by IAMSAR Vol. III is summarised as:

- (a) Acknowledge receipt and, if appropriate, re-transmit the distress message;
- (b) Take an immediate magnetic compass bearing to the boat in distress (if practicable);
- (c) Communicate the following information to the boat in distress:
  - (i) Identity
  - (ii) Position
  - (iii) Estimated Time of Arrival (E.T.A.);
  - (iv) When available, magnetic bearing to the boat in distress;
- (d) Maintain a continuous listening watch on distress frequencies;
- (e) Post extra lookout if in the vicinity; and
- (f) Relay Distress Message to a Marine Rescue Unit and rescue coordination control and update as necessary.

## 9. FLAGS ON BOATS

**9.1** The Organising Authority requests that boats do not display any flag that is for the purpose of advertising.

**9.2** A boat may not protest for a breach of SI 9. This changes RRS 60.1

## 10. OTHER CHANGES TO CLASS RULES, RRS AND SPECIAL REGULATIONS

**10.1** See NoR 7.

**10.2 Spare mainsail:** Further to NoR 7.1(a), a boat that uses that replacement mainsail shall lodge a declaration declaring the reason for its use in accordance with SI 19.1 and may be required to make the damaged mainsail available for inspection by the Race Committee.

**10.3 RRS 41:** Further to NoR 7.2(a), Whilst racing a boat may retrieve data from the standings pages of the event website or from <http://goldcoast.cyca.com.au/standings/lite> and/or retrieve data from the text-based feeds provided at <http://yb.tl/Links/sgcr2023>.

## 11. REPORTING AT START

**11.1** Boats intending to start shall report to the race officials on the Race Committee signal vessel (a boat displaying a white flag with black 'CYCA' lettering at the eastern end of the start line). The boat shall have its trysail and storm jib set until acknowledged by race officials. A boat whose mainsail can be reefed to reduce luff by not less than 50% that has a letter on file with the Sailing Office certifying compliance with SR 4.24.1(b) is not required to display a trysail or main that can be reefed to reduce luff by 50%. Such a boat is only required to set a storm jib set until acknowledged by race officials.

The boat shall report to the Committee Vessel on VHF 72 giving its sail number and the number of persons on board until acknowledged by race officials aboard the Race Committee vessel.

**11.2** A boat that is delayed may start within the start time limit (refer SI 12.3 and SI 18.1).

## 12. START LINE

**12.1** The start line will be between the mast of the Race Committee signal vessel at the eastern end (a boat displaying an orange flag and a white flag with black "CYCA" lettering anchored in the vicinity of Point Piper) and a large inflatable buoy marking the western limit of the start line.

There may be a Race Committee vessel displaying a "CYCA" flag on the extension of the start line at the western end. When this vessel is at or near the western end of the starting line, it is restricted in its ability to manoeuvre. It is an obstruction, and a boat shall avoid it.

**12.2** At the eastern end of the start line, a starting limit mark (an inflatable mark) will be moored in the vicinity of, but not necessarily on, the start line. When starting, boats shall leave the starting limit mark to starboard.



- 12.3** For the purposes of SI 11.2, the eastern end of the start line will be the limit mark described in SI 12.2 when the Race Committee signal vessel is not on station. A boat with a delayed start shall record its own start time and lodge a declaration (SI 19.1).

### 13. START TIME/ START SIGNALS

- 13.1** The Race is scheduled to start at 1300 hours on 29 July 2023, with the warning signal scheduled at 1250 hours.
- 13.2** Visual signals will be made from the Race Committee signal vessel as described in SI 12.1. Sound signals may be made by a cannon situated on a VIP Vessel located to the North of the start line. An air horn may be used if the cannon misfires.
- 13.3** The start signals will be as follows (amends RRS 26):
- Warning Signal:** 10 minutes before the start, International Code Flag "W" displayed and one sound signal.
- Preparatory Signal:** 5 minutes before the start, International Code Flag "I" displayed and one sound signal.
- One Minute Signal:** 1 minute before the start, International Code Flag "I" removed and one long sound signal.
- Starting Signal:** At the start, International Code Flag "W" removed and one sound signal.
- 13.4** RRS 30.1 (the I Flag rule) described in SI 13.3 is changed as follows:
- If flag I has been displayed, and any part of a boat's hull, crew or equipment is on the course side of the start line or one of its extensions during the last minute before the starting signal, she shall sail to the pre-start side of the starting line before starting, either:
- (a) to the east of the eastern starting limit mark referred to in SI 12.2; or
  - (b) to the west of the mark at the western limit of the starting line.
- 13.5** A boat identified as OCS or as one that has not complied with RRS 30.1 may be identified by the Principal Race Officer on VHF 72, TRANSMITTED APPROXIMATELY FIVE MINUTES AFTER THE START SIGNAL. Failure to transmit shall not be grounds for redress (this changes RRS 62.1)
- 13.6 THERE WILL BE NO GENERAL RECALL.**

### 14. COURSE

#### Sydney - Gold Coast

Start (SI 12) – LB – Finish (SI 17.1)

### 15. MARKS

LB - Red port lateral mark at Lat 33°50.09'S Long 151°16.5'E  
(0.2nm west of Inner South Head) (Please note LB is a passing mark, not a rounding mark.  
Boats are to leave LB to starboard before proceeding to the next mark)

### 16. TEMPORARY DISCONTINUANCE FROM RACING (Changes RRS 41, 42.1 and 45)

- 16.1** A boat after starting may use its engine to assist with:
- (a) taking shelter from extreme weather; or
  - (b) disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
  - (c) berthing or anchoring when attempting repairs being undertaken wholly on board.



- 16.2** For the purpose of SI 16.1(c), mechanical propulsion may be used only to assist with berthing or anchoring.
- 16.3** Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. No outside assistance shall be accepted by the boat or the crew other than as provided in RRS 41.
- 16.4** A boat complying with RRS 1.1 – rendering assistance (except as to its own crew), which sustains damage or depletes its stores, may accept outside assistance to make good the damage, equipment or stores provided that such assistance shall not be provided over a cumulative period exceeding 24 hours in total.
- 16.5** For the purpose of this SI 16 a boat's elapsed time shall continue to accrue, except that the time taken under SI 16.4 may be included for the purposes of RRS 62.

## 17. FINISH LINE

Refer Chart AUS 814

- 17.1** The finish line will be the transit of a laser beam from Deville Apartments (approximate position: 27° 58.51' S – 153° 25.69'E) (directly west of Southport Surf Life Saving Club) at an approximate bearing of 065° magnetic.
- 17.2** Inner and outer limits of the finish line shall be laid marks at these approximate positions: Seamark (outer limit) 27° 58.20' S – 153° 26.56'E, Inshore Mark (inner limit) 27° 58.24' S – 153° 26.40'E. Both marks may be fitted with low power strobe lights at night. Yachts shall pass between these marks from South to North when finishing.
- 17.3** After crossing the finish line boats that are proceeding through the Gold Coast Seaway entrance to the Southport Yacht Club, are to await the arrival of an escort vessel off the western end of the SYC marina.

## 18. TIME LIMITS

- 18.1** A boat shall not start later than four hours after the Start Signal.
- 18.2** There shall be no finish time limit for the race.
- 18.3** After 1300 hours on 2 August 2023 the finish line may not be manned. A boat finishing after this time shall record its own finishing time and lodge a declaration, unless its finish is acknowledged by the finish team.

## 19. DECLARATIONS

(Amends RRS 63.1)

- 19.1** A boat shall lodge a Declaration on the prescribed form only in the following circumstances:
- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or
  - (b) the boat has taken the benefit of SI 16; or
  - (c) the boat has taken a One-Turn or Two-Turns Penalty; or
  - (d) the boat acknowledges a Scoring Penalty in accordance with RRS 44.3; or
  - (e) the boat records its own finish time under SI 18.3;
  - (f) the boat records its own start time under 12.3; or
  - (g) the boat uses a bona fide replacement for a damaged mainsail under SI 10.2; or
  - (h) the boat fails to report in at a position sked; or
  - (i) any other notable/extraordinary circumstance.
- 19.2** Declarations shall be lodged online through the race website ([https://cycaforms.seamlessdocs.com/f/Cat12Race\\_Dec](https://cycaforms.seamlessdocs.com/f/Cat12Race_Dec)), within six hours of the finishing time of the boat. A boat will receive a submission receipt to the email address nominated in the declaration form. Should you not receive such confirmation the declaration is to be resubmitted.
- 19.3** A boat which does NOT lodge a Declaration thereby acknowledges that it complied with the NoR and these SIs.



## 20. PENALTIES AT THE TIME OF THE INCIDENT

### 20.1 Before Clearing Sydney Heads

Before a boat clears Sydney Heads (the area west of an imaginary line drawn between the Hornby Light on South Head and the eastern extremity of North Head), it may take a Two-Turns Penalty when it may have broken one or more rules of Part 2 in an incident (this changes RRS 44.1). It may take a One-Turn Penalty when it may have broken RRS 31.

A boat that takes this penalty shall notify the Race Committee that it took the penalty prior to or at the next scheduled Radio Position Report (this changes RRS 44.2).

### 20.2 After Clearing Sydney Heads

After a boat has cleared Sydney Heads, it may take a time penalty of 1 hour added to its elapsed time when it may have broken one or more rules of Part 2 of the RRS in an incident.

A boat that takes this penalty shall notify the Race Committee that it is subject to the penalty prior to or at the next scheduled Radio Position Report (this changes RRS 44.2).

**20.3** The National Jury may, at its discretion, disqualify a boat that causes serious damage or injury to another boat or its crew or for an infringement of RRS 69.1

**20.4** All penalties, unless otherwise specified, shall be computed as a percentage of the number of entries to the nearest whole number (rounding 0.5 upwards) in each Handicap Category or Division.

## 21. RULE INFRINGEMENTS (Changes RRS 63.1, 64, and A5)

**21.1** Unless otherwise detailed in this SI 21, the National Jury may apply a discretionary scoring or time penalty in lieu of disqualification for an infringement of a rule or sailing instruction.

**21.2** The penalty for a boat that infringes a rule of RRS Part 2 when a boat has not cleared Sydney Heads, that does not take a penalty, shall be 1 hour added to the boat's elapsed time, except if the boat caused serious injury or serious damage, the penalty may be disqualification.

**21.3** The penalty for a boat that infringes a rule of RRS Part 2 when a boat has cleared Sydney Heads, that does not take a penalty, shall be 2 hour added to the boat's elapsed time, except if the boat caused serious injury or serious damage, the penalty may be disqualification.

**21.4** The Race Committee may penalise a boat by adding 1 hour to the boat's elapsed time, if it fails to lodge a declaration as required by SI 19.

**21.5** The Race Committee may penalise a boat in accordance with SI 30.8 for missing position reports.

**21.6** An OCS boat that fails to start correctly, or a boat that does not comply with RRS 30.1 shall receive a scoring penalty of 30%. This changes RRS 28, A5.2.

## 22. APPLICATION OF PENALTIES (Amends RRS 44.3(c))

**22.1** A boat infringing in more than one incident shall receive a separate penalty for each infringement.

**22.2** Placings will be awarded after the imposition of penalties or granting of redress.

**22.3** The imposition of penalties will affect the placings of other boats, which shall be advanced to fill all preceding places vacated by penalised boats, subject to tied, elapsed or line honours results. If two or more boats share the same placing after the application of penalties, the boat(s) with the least or no penalty shall be placed above the boat(s) with the greatest penalty.

**22.4** The Race Committee may impose a penalty on a boat without a hearing in respect of any rule infringements disclosed by the boat in its declaration, except that the boat shall be entitled to a hearing when it satisfies the National Jury that an error may have been made.

## 23. PROTESTS AND REQUESTS FOR REDRESS (Changes RRS 61 and 62)

**23.1** Protests concerning eligibility of a boat shall be lodged at the CYCA Sailing Office within two hours of the conclusion of the Race Briefing.



- 23.2** Protests or requests for redress by boats arising from the Race shall be lodged on the prescribed form via email (sailingoffice@cyca.com.au) within six hours of the finishing time of the protesting boat.
- 23.3** The Race Committee will, within eight hours of receipt of a protest, post the time and place of hearing and a copy of the protest form on the Official Notice Board. This shall be in compliance with, and include notification to the parties under, RRS 63.2.
- 23.4** The National Jury shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.3).
- 23.5** Protests and requests for redress will not be received after 1100 hours on 2 August 2023. If a boat is still racing at that time they shall notify the Race Committee of their intent to protest or seek redress. In that event, the time limit will be three hours after the boat protesting or seeking redress finishes. The National Jury may not extend the time for delivery of a protest lodged under the provisions of this clause. (Changes RRS 61.3)
- 23.6** There is no time limit on protests by the Race Committee or the National Jury.

## 24. RESULTS

Results will be displayed on the official notice board at SYC as soon as practicable following computation.

During the race progressive standings may be published by the Race Committee and on the event website (<http://goldcoast.cycaracing.com>). Any progressive standings that are published will have no bearing on, nor affect, the final results and will not form the basis of a protest or constitute grounds for redress (changes RRS 60.1 and 62.1(a)).

## 25. TROPHIES

Refer NoR 14.

## 26. INSPECTION AND INFORMATION

- 26.1** Boats shall be made available for spot inspections by the Race Committee or its nominee at any time up until 12 hours after the boats finish time.
- 26.2** Personal information is obtained about crew members in the crew list. That information is obtained for use in search and rescue situations and for media purposes. The information will be given to search and rescue authorities and organisations, the Water Police, Marine Rescue Units and media representatives, and may be passed on by them to other organisations. Crew members may gain access to the information held about them by contacting the Organising Authority.

## 27. MEDIA RIGHTS AND RESTRICTIONS

Refer NoR 12.

## 28. DRONES

- 28.1** A drone operated from a boat is considered to be recreational.
- 28.2** A drone may not be flown in a way that creates a hazard to another aircraft, person or property, and personal privacy is to be respected.
- 28.3** Drones may be used to obtain imagery. Drones may not be used to gain (performance) advantage.
- 28.4 Drone Restrictions:**
- a drone shall only be flown during the day and within visual line-of-sight (your own eyes);
  - a drone shall keep more than 30 metres away from other boats (and people);
  - a drone shall not be flown over or above other boats (and people);
  - a drone shall not be flown at heights greater than 400 ft (120 metres);
  - a drone shall not be flown over or near an area affecting public safety or where emergency operations or a SAR incident is in process. The Organising Authority may advise competitors to fly drones to assist situational awareness;



- a boat shall not launch a Drone if it is suspected or known that manned aircraft are operating in the vicinity;
- on becoming aware of manned aircraft operating in the vicinity, manoeuvre a Drone away from any manned aircraft and land as soon as safely possible;
- a drone shall not be flown within the Drone Exclusion Zone

**28.5** The Drone Exclusion Zone is a geographical area encompassing the confines of Sydney Harbour and extending offshore in an arc of 3nm centred on Hornby Light (South Head).



## RADIO INSTRUCTIONS

### 29 RADIO COMMUNICATIONS

- 29.1** "CYCA RACE CONTROL" comprises of Marine Rescue Sydney and Race Management - 0411 334 999 or 0475 801 390. "CYCA RACE CONTROL" will conduct radio skeds for position reports and monitor the race frequencies.
- 29.2** "CYCA RACE CONTROL" will assist boats in distress by relaying traffic to the appropriate authorities. "CYCA RACE CONTROL" is not intended to relay private messages, except when deemed necessary and under RRS 1.1 Rendering Assistance.
- 29.3** Boats are reminded of their obligations under Section 11, Distress Communication, of the Marine Radio Operators Handbook.

### 30 RADIO TRANSMISSIONS

- 30.1** The race frequency for all traffic, except recalls (SI 13) and the additional reports under SI 35, will be VHF Channel 6 unless otherwise directed by "CYCA RACE CONTROL".
- 30.2** For unscheduled race traffic, boats should call "CYCA RACE CONTROL" on 0411 334 999 or 0475 801 390.
- 30.3** "CYCA RACE CONTROL" (as monitored by Marine Rescue Sydney) will maintain a continuous listening watch on VHF Channel 16 at all times and VHF 6 during position schedules.
- 30.4** The Finish Line will maintain a listening watch on VHF 72 ONLY.
- 30.5** All boats shall maintain a continuous listening watch on VHF Channel 16 for the duration of their race.
- 30.6** All boats shall report wind strength and wave heights to "CYCA RACE CONTROL" via telephone (0411 334 999 or 0475 801 390) when the wind strength exceeds 40 knots, unless otherwise instructed by "CYCA RACE CONTROL".
- 30.7** Should a boat experience radio difficulties, every effort shall be made to contact either "CYCA RACE CONTROL" (0411 334 999 or 0475 801 390) or another boat on VHF Channel 16 to report the boat's position.
- 30.8** All boats shall report their positions in accordance with SI 31. Failure to comply on VHF radio without reasonable cause will result in the imposition of a penalty as below at the discretion of the Race Committee having regard to the circumstances (amends RRS 60.2)

Position Report Missed	Penalty Imposed
1st position report missed	20 minutes added to elapsed time
Each successive position report missed	40 minutes added to elapsed time

i.e. a boat that misses 4 skeds without reasonable cause during the race may receive a time penalty of 140 minutes added to the boats elapsed time.

- 30.9** A boat that fails to report her position at three consecutive skeds by any means will be scored DNF without a hearing (amends RRS 63.1).
- 30.10** All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boat's log, or in a separate radio log.

### 31. POSITION REPORT SCHEDULES

- 31.1** Daily position reports will be conducted as follows:-

- VHF 6 at 1835 hours on 29 July 2023 followed by 0535 hours and 1835 hours on each subsequent day; and
- By Satellite Phone text message to +61 488 846 885 at 1335 hours each day from July 30. (This will be conducted in addition to the verbal communications check in NoR 33.1)

and at other times as may be advised by Race Control. A weather report may be issued at this time.



### **31.2** The position report routine will be as follows:

- (a) For the VHF position reports:
  - (i) "CYCA RACE CONTROL" will commence transmission on VHF 6 two minutes prior to the sked time with a long tuning call.
  - (ii) Each boat when called shall make a Position Report as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 0530, and 1830, as appropriate, on each day (not at the time of reporting).
  - (iii) If the position is copied, the boat name and its position will be repeated and the next boat called without a break in transmission.
  - (iv) If "CYCA RACE CONTROL" does not repeat the position, or if the repeated position is incorrect, boats affected shall stand by.
  - (v) At the completion of the radio sked "CYCA RACE CONTROL" will call for relay of any missed reports. Boats with outstanding position reports will then be called by "CYCA RACE CONTROL" followed by calls from those boats which have had their position incorrectly recorded.
  - (vi) Boats that are unable to call "CYCA RACE CONTROL" on VHF 6 at the position report schedule shall call the Race Committee via telephone on 0411 334 999.
- (b) For the Satellite Phone position reports:
  - (i) Each boat shall text its boat name and latitude as a 4- digit number and longitude as a 5 digit number (without decimals of a minute) within 60 minutes of 1335hrs (e.g. BOAT NAME 33 34S 151 13E)
  - (ii) Approximately 60 minutes after the time of the position report, a CSV file of all positions will be sent via email to each Boat to the nominated boat email address on the entry form.
- (c) Boats that fail to call "CYCA RACE CONTROL" at a position report schedule will be called by "CYCA RACE CONTROL" at the next occurring position report schedule

### **31.3** RETIRED BOATS WILL BE CALLED BY "CYCA RACE CONTROL" DURING THE VHF SCHEDULES AND SHALL COMPLY WITH SI 36.

**31.4** The Race Committee may require a boat on which a tracking unit referred to in NoR 11.1 fails or ceases to operate to establish a separate position reporting schedule with "CYCA RACE CONTROL", or by telephone to the Race Committee on 0411 334 999. A direction by the Race Committee under this 31.4 will apply to the boat to which it is directed whether or not the transmission is received and shall take immediate effect.

## **32. SEVERE WEATHER FORECASTS**

**32.1** Requests for and receipt of information regarding severe weather shall not be classed as an infringement of RRS 41.

## **33. SATPHONES**

**33.1** A verbal communications check will be conducted via satphone at 1335 each day from 30 July 2023. A selection of boats in the fleet will be called at random and are required to answer.

**33.2** Boats are advised that, at the discretion of the Race Committee, a communications check (SI 33.1) may be upgraded to full position reporting on VHF 6 and SI 31 shall apply. The minimum notice for this upgrade will be at the preceding position report schedule.

**33.3** A boat's satphone shall be switched on such that it can receive voice and data for the duration of her race.

**33.4** A boat failing to answer satphone communications shall not be subject to protest by another boat (Amends RRS 60.1) .



### 34. INITIAL SEARCH PROCEDURES

**34.1** "CYCA RACE CONTROL" will initiate the following procedures in the case of a boat failing to respond for two successive skeds.

**34.2** The routine will be as follows:

- (a) "CYCA RACE CONTROL" will advise the fleet at the schedule and request all boats to maintain a listening watch on VHF 6 and VHF 16
- (b) The boat will be called by name first on VHF 6 and VHF 16.
- (c) Boats to relay to "CYCA RACE CONTROL" if necessary.
- (d) If there is no response from the called boat, "CYCA RACE CONTROL" will ask the called boat to ignite a WHITE hand held flare.
- (e) The fleet shall maintain a 360° visual watch and report any sighting of flares.

**34.3** A boat that:

- (a) is unable to transmit on either its VHF radio for:
  - (i) a position report schedule (Refer SI 31);
  - (ii) the succeeding position report schedule (refer SI 31); and
  - (iii) has been unable to communicate with "CYCA RACE CONTROL" in any other manner and been acknowledged by "CYCA RACE CONTROL";

Or

- (b) does not for any reason:
  - (i) receive a repeat of its position by "CYCA RACE CONTROL", or
  - (ii) receive a confirmation that its position has been given to "CYCA RACE CONTROL" by a relaying boat,

at two consecutive skeds at which the boat should give its position, shall at the commencement time of the next occurring position report schedule ignite a white flare. Boats failing to comply may be subject to a report to the National Jury under RRS 60.2(c) requesting action under RRS 69.1(a).

### 35. ADDITIONAL REPORTS AFTER BOATS REACH POINT DANGER

**35.1** "SOUTHPORT FINISH LINE" will maintain a continuous listening watch on VHF 72 from the time boats approach Point Danger until 1300 hours on 2 August 2023.

**35.2** When Point Danger bears 270° magnetic each boat shall call "SOUTHPORT FINISH LINE" on VHF 72 and advise ETA at the finish (12.5nm).

**35.3** Boats shall continue to comply with the instructions for position reporting until they have reached Point Danger.

**35.4** Finishing Report – Boats shall report to "SOUTHPORT FINISH LINE" on VHF 72 immediately after clearing the Finish Line to receive their official finishing time and advice on crossing the Gold Coast Seaway. Boats shall also report the flying of a protest flag (if applicable) at this time. After 1300 hours on 2 August 2023 the finish line may not be manned. A boat finishing after this time shall record its own finish time and lodge a declaration.

### 36. BOATS RETIRING FROM THE RACE

**36.1** A boat retiring from the race shall advise "CYCA RACE CONTROL" at the first available opportunity, giving its position, reason for retirement, intended port of destination and ETA, together with any other relevant information.

**36.2** "CYCA RACE CONTROL" will call retired boats during VHF position report schedules. A retired boat shall continue making position reports at each VHF sked until arrival at its destination.

**36.3 RETIRED BOATS SHALL:**

- (a) immediately notify the Local Port Organisation (Marine Rescue Unit, Volunteer Marine Rescue) on entry to their port of destination; and
- (b) notify CYCA Race Control by telephone on 0411 334 999.

**36.4** Boats failing to comply with this SI 36 may be subject to report to the National Jury under RRS 60.2(c) requesting action under RRS 69.1(a).

**37. EPIRBs, PLBs and AIS MOBs**

**37.1** The crew of a boat shall be trained in the care and deployment of EPIRBs as per Marine Radio Operators Handbook, Sections 18 to 21 and in accordance with Special Regulation 5.05

**37.2** It is requested a boat report any inadvertent activation of a PLB or AIS MOB to "CYCA RACE CONTROL" at the first available opportunity.



## APPENDIX 1

(INFORMATION AND MATTERS OF IMPORTANCE TO COMPETITORS, THOUGH NOT CLASSED AS SAILING INSTRUCTIONS)

### 1. PRE-RACE RADIO CHECK

It is recommended that all boats carry out pre-race radio checks with an appropriate station (i.e. long distance and on all required frequencies) within 24 hours of the race start.

### 2. BATTERY CHARGING

- 2.1** Batteries should be charged at least twice each day, especially those used for radio communication and preferably just prior to position report schedules.
- 2.2** Engine starting batteries should be isolated from other batteries.

### 3. RADIO PROCEDURES

- 3.1** Tune your transmitter well before commencement of the schedule. Tuning whilst the sked is in progress disrupts the transmission of other boats.
- 3.2** Be brief – “CYCA RACE CONTROL” knows you are in South Latitude and East Longitude. The message “Firefly 34-16-151-17” gives all the position information required.
- 3.3** When called by “CYCA RACE CONTROL”, come up promptly with your position report. Speak distinctly and give emphasis to separation between degrees and minutes of latitude and longitude.
- 3.4** If requested, advise the position of an unreported boat, such as “Seaspray is about one mile South-East of Firefly”, but only if the other boat is positively identified.

### 4. SAFETY - SEARCH AND RESCUE (S.A.R.)

- 4.1** All boats shall familiarise their crews with S.A.R. procedures, which are set out in the Annual Summary Australian Notice to Mariners.
- 4.2** Refer to SI 34 as to the Radio Relay Station instituting INITIAL SEARCH procedures.
- 4.3** S.A.R. authorities will not usually express concern or initiate search and rescue proceedings unless a boat is CLEARLY OVERDUE, that is E.T.A. + 24 hours.
- 4.4** In the event of transmission difficulties, it is the responsibility of a boat to make every endeavour to make contact with another boat or coast station, and to report its position and situation by diverting from its course if necessary to make direct contact.
- 4.5** Boats must ensure that rescue authorities are not put to unnecessary procedures.

### 5. PORTS OF REFUGE

On approaching any coastal port, boats should call the Marine Rescue Unit (NSW) or Australian Volunteer Coast Guard Station/ Volunteer Marine Rescue (QLD) on VHF 16 seeking berthing directions.

### 6. BOATS RETURNING TO HOME PORTS

- 6.1** One or two position reports each day during the homeward voyage will avoid a lot of heartache and save countless phone calls to CYCA which will not normally have any information as to your movements.
- 6.2** Boats should contact a recognised Marine Rescue Unit at regular organised intervals to relay their position or logon to the Marine Rescue App and advise relatives of the contact numbers from which the position of the boat can be obtained.
- 6.3** RACING SKIPPERS ARE ESPECIALLY REQUESTED TO DRAW THE ATTENTION OF RETURN DELIVERY CREWS TO THIS RECOMMENDED PROCEDURE.



## 7. DISTRESS AND SAFETY COMMUNICATIONS

The Australian Maritime Safety Authority, through RRC AUSTRALIA, provides the following distress and safety communications:

- (1) Inmarsat
- (2) HF DSC monitoring on 4125, 6215 8291 kHz
- (3) EPIRB satellite detection

AMSA also broadcast navigation warnings on 8176 kHz at 1025 and 2325 hours

Marine Rescue Units generally monitor VHF CH 16, 27.88 kHz and 2182 kHz during daylight hours. A 24-hour service is provided by some stations.

### IMPORTANT

When entering and leaving ports, it is important to contact the Marine Rescue Unit (NSW) or Coast Guard Station/Volunteer Marine Rescue (QLD). The volunteers who maintain these stations are always pleased to pass on and receive messages whenever possible but cannot assist if they have no knowledge of a boat's whereabouts. Please take the time to inform them of your arrival and departure.



## CRUISING YACHT CLUB OF AUSTRALIA

### Retirement Form

(TO BE SIGNED BY THE OWNER/CHARTERER OR THEIR REPRESENTATIVE)

TO THE RACE COMMITTEE

#### NOAKES SYDNEY GOLD COAST YACHT RACE 2023

I HEREBY DECLARE that I am a member of the \_\_\_\_\_

(Name of Yacht Club):

and that I was on board and in charge of the boat: \_\_\_\_\_

design: \_\_\_\_\_ while sailing in the Noakes Sydney Gold Coast Yacht Race 2023.

**Please provide a narrative account of the circumstances relative to your retirement, including approximate time, weather conditions, number of people on board and the reason for retirement. If structural or mechanical failure were the cause, please describe in detail. Describe any radio contacts (EPIRB as well) made and their responses. Describe injuries, if any. Was any gear deployed and not picked up? Any additional information you care to add such as attempts to repair, assistance rendered by other vessels etc would be appreciated:**

---

---

---

---

---

---

---

---

Date: \_\_\_\_\_

Time: \_\_\_\_\_

Signed: \_\_\_\_\_

Print Name: \_\_\_\_\_

(Owner/Charterer/Skipper/Representative)

Witnessed: \_\_\_\_\_

Yacht Club: \_\_\_\_\_

(Crew Member)

Retirement Form Received

(Office Use)

Date: \_\_\_\_\_



CRUISING YACHT CLUB OF AUSTRALIA

*Home of the Rolex Sydney Hobart Yacht Race*