

PONANT SYDNEY NOUMEA YACHT RACE 2018



SAILING INSTRUCTIONS

Sydney, Australia

2 June 2018



CRUISING YACHT CLUB OF AUSTRALIA

Home of the Rolex Sydney Hobart Yacht Race



PONANT SYDNEY NOUMEA YACHT RACE

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1. RULES

1.1 General

The race will be governed by the current versions of:

- the *rules*, as defined in the Racing Rules of Sailing 2017-2020 (“RRS”) of World Sailing;
- the IRC 2017 Rules Parts 1, 2 and 3;
- the ORC Rules and Regulations 2017;
- the rules and regulations of each One Design Class for which there is an eligible boat entered in the race.
- the prescriptions and Special Regulations of Australian Sailing (“**Special Regulations**”);
- the Notice of Race (“**NoR**”),

except as any of these are modified by these Sailing Instructions (“**SI**”).

1.2 International Regulations

Whilst a boat in the Cruising Division is operating under its engine the relevant parts of the International Regulations for Preventing Collisions at Sea will replace the rules of RRS, Part 2 in their application to that boat.

1.3 Organising Authority

The Organising Authority is the Cruising Yacht Club of Australia (CYCA).

2. BRIEFINGS

2.1 Compulsory Race Briefing

The race briefings will be held at 1800 hours on 31 May 2018 at the CYCA, located on New Beach Road, Darling Point, New South Wales.

2.2 Compulsory Weather Briefing

The weather briefing will be held at 0830 hours on 2 June 2018 at the CYCA.

2.3 Attendance requirements

Details of the attendance requirements are listed in NoR 10. Boats failing to comply with these requirements will not be eligible to start and will be scored DNC.

3. NOTICES TO COMPETITORS

Notices to competitors will be posted on the official notice board located in the ground floor hallway of the CYCA. Copies may also be placed on the notice board at Port Moselle.

4. CHANGES TO SAILING INSTRUCTIONS

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:

CDRE Tim Cox AM RANR (Chairman), Sam Hughes, David Jordan, David Kellett and Les Goodridge.

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6. NATIONAL JURY

The Organising Authority has appointed a National Jury in accordance with RRS Addendum A.

The members of the National Jury are Philippe Mazard IJ (FRA) (Chairman), David McIntyre NJ (NZ), and Ghislaine Verdier NJ FRA.

7. TIME OF START

1300 hours on 2 June 2018.

The Warning Signal will be displayed at 1250 hours.

8. LENGTH OF COURSE

Approximately 1064nm.

9. RESPONSIBILITY

9.1 Responsibility

All those taking part in the race do so at their own risk and responsibility. The Organising Authority, Ponant 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 4, which states:

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

9.2 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).

9.3 International Aeronautical and Maritime Search and Rescue Manual Vol. III

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

The Immediate Action required by IAMSAR VIII is:

- (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;
- (f) Relay Distress Message to Marine Rescue Unit and rescue coordination control and update as necessary.

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10. FLAGS AND DECALS ON BOATS

10.1 Backstay flag

A Ponant Backstay Flag provided to each boat at or prior to the race briefing, shall be flown at a height of 2 metres from the working deck on the backstay or port/starboard mizzen shroud of each boat from the time the boat approaches the manoeuvring area until the boat finishes the race.

10.2 Other flags

Except for RRS 44.3 or 61.1 and National Flags, Club Flags, Start Line Flags or Race Flags, NO OTHER FLAG shall be displayed by a boat after the Warning Signal until the boat finishes.

10.3 Bow decals

Bow decals supplied by the Organising Authority shall be displayed by each boat as supplied and in the manner required by the Organising Authority from 0700 hours on 2 June 2018 until 1200 hours on 9 June 2018.

11 OTHER CHANGES TO RATING RULES, RRS AND SPECIAL REGULATIONS

11.1 Changes to IRC Rules

- IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race.
- IRC Rule 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on her current IRC certificate without an increase of rating.
- IRC Rule 22.4: The maximum total weight of crew in kilograms that may sail aboard a boat shall not exceed the crew number printed on the boat's IRC certificate multiplied by 85.

11.2 Changes to ORC Rules

Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and a boat also entered in the IRC division may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under IRC Rule 21.6.1.

11.3 Changes to RRS

- RRS 41: Whilst racing a boat may retrieve data from the standings pages of the event website or from <http://noumea.cyca.com.au/standings/lite> and or retrieve data from the text-based feeds provided at <http://yb.tl/Links/snvr2018> even if those pages are not publicly available. During the race a boat shall not contact, or be in contact with, any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats, however a boat may obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost. Amends RRS 41(c).
- RRS 42: A boat in the Cruising Division may, from two hours after its starting signal use its engine for propulsion. That use must cease prior to the boat finishing. Engine hours and miles covered under engine must be logged.
- RRS 51: A boat with movable or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.

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- RRS 52: RRS 52 does not apply to:
 - the adjustment and operation of sails or the adjustment of movable appendages on any boat; or
 - any boat in the Cruising Division.
- RRS 61.3: There is no time limit on protests by the Race Committee or the National Jury. No other protests may be delivered after 1700 hours on 9 June 2018, except when seeking redress. In that event, the time limit will be three hours after the protesting boat finishes. The Protest Committee may not extend the time for delivery of a protest lodged under the provisions of this clause.
- RRS 78.2: Valid rating/class certificates shall be produced by the required time specified in the NoR.

11.4 Changes to Special Regulations

Special Regulation 5.01.1 (h): A lifejacket shall be worn by each member of the crew at times such as, but not limited to:

- (i) Between the hours of sunset and sunrise
- (ii) When alone on deck
- (iii) When the true wind speed is 25 knots or above
- (iv) When visibility is less than 1 nautical mile.

Special Regulation 5.01.5: Each inflatable PFD type 1 shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence be submitted as part of the entry documentation.

Special Regulation 3.24.5 (c): The minimum amount of engine fuel that shall be carried at the start of the race to enable the boat to motor at least 450nm.

Special Regulation 3.25.1(d): All boats shall carry on board a satellite phone. The satellite phone shall have coverage for the duration of the race and be connected to main power or have a spare battery.

12. SAIL INVENTORY

12.1 Spare mainsail

A boat is permitted to carry on board a spare mainsail which may be used only as a bona fide replacement for a mainsail that is damaged in the race, and not for the purpose of improved performance (such as for varying weather conditions or points of sailing). A boat that uses that replacement mainsail shall lodge a declaration declaring the reason for its use in accordance with SI 23.1 and may be required to make the damaged mainsail available for inspection by the Race Committee (amends IRC Rule 21.1.5(e) and ORC Rule 206.1). See also SI 11.1 and 11.2

12.2 Chartered boats

A chartered boat may carry national letters or sail numbers in contravention of its class rules (refer RRS Appendix G, Rule G3).

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13. REPORTING AT START

- 13.1** Boats intending to start shall report to the race officials on the Race Committee vessel (a boat displaying a white flag with black 'CYCA' lettering at the western end of the centre start line). The boat shall have its trysail (or main that can be reefed to reduce luff by 50%) and storm jib set until acknowledged by race officials.

The boat shall hail its sail number and the number of persons on board until acknowledged by race officials aboard the race committee vessel.

- 13.2** A boat that is delayed may start within the start time limit (refer SI 13.4 and 24.1). The committee vessel will remain on station on the start line until all boats have started or the starting time limit has expired, whichever occurs first.
- 13.3** The motor vessel CYCA RACE CONTROL will be available for radio checks on 2 June 2018 between 1130 hours and 1230 hours on race frequency 6516 kHz.

14. START LINE

- 14.1** The start line will be between the mast of the Race Committee signal vessel (a boat displaying a white flag with black 'CYCA' lettering anchored in the vicinity of Steele Point) and a large inflatable buoy marking the western limit of the start line.
- 14.2** At the eastern end of the start line, a starting limit mark (an inflatable buoy) 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.
- 14.3** The "I Flag Rule" (RRS 30.1) will apply from the One Minute Signal. When any part of a boat's hull, crew or equipment is on the course side of the start line or its extensions during the 1 minute before the starting signal, the boat shall return to the pre-start side of the start line around either starting limit mark, and start (amends RRS 30.1).
- 14.4** For the purposes of SI 13.2, the eastern end of the start line will be the starting limit mark described in SI 14.2.

15. START SIGNALS

- 15.1** Visual signals will be made from the committee vessel as described in SI 14.1. Sound signals may be made from the respective committee vessel or by a cannon situated on a VIP Vessel situated to the North of the start line.
- 15.2** The Class Flag will be International Code Flag "W" (amends RRS 26).
- 15.3** The start signals will be as follows (amends RRS 26):

Warning Signal: Ten minutes before the start, the Class Flag will be displayed and a sound signal will be made.

Preparatory Signal: Five minutes before the start, International Code Flag "P" will be displayed and a sound signal will be made.

One Minute Signal: One minute before the start, International Code Flag "I" will be displayed and a sound signal will be made from the respective race committee vessel.

Starting Signal: At the start all flags will be lowered and a sound signal will be made.

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16. RECALLS

- 16.1** Individual recalls will be signalled in accordance with RRS 29.1 from the Race Committee signal vessel on the start line. A sound signal may be made (amends RRS 29.1).
- 16.2** A boat subject to recall shall pass on the course side of and around either of the starting limit marks and start (in accordance with RRS 30.1).
- 16.3** A boat subject to recall may be identified by the Principal Race Officer on VHF 72 APPROXIMATELY FIVE MINUTES AFTER THE START SIGNAL.
- 16.4** THERE WILL BE NO GENERAL RECALL.

17. COURSE

- 17.1** The course to be sailed is as follows:

Start – as described in SI 14		
LB	33°50.09' S 151°16.5' E	Leave to Starboard
Enter Northern Boulari Passage <i>Note: Boats are not to enter the New Caledonian reef system prior to entering Boulari Passage</i>	22° 29.8' S 166° 26.5' E	
Reef Tabu light	22° 28.86' S 166° 26.95' E	Leave to Port
Basse Amedee green spar buoy	22° 28.50' S 166° 27.35' E	Leave to Starboard
Basse Thisbe green spar buoy	22° 26.82' S 166° 26.94' E	Leave to Starboard
Ilot Maitre light	22°20.63' S 166°25.50' E	Leave to Port
Ilot Aux Canards green spar buoy	22° 19.02' S 166° 26.02' E	Leave to Starboard
Finish – as described in SI 21		

18. RULE INFRINGEMENTS

(Amends RRS 44, 63.1 and 64).

- 18.1** The National Jury may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule or sailing instruction, in accordance with SI 19.

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19. ALTERNATIVE PENALTIES

(Amends RRS 44, 63.1 and 64)

19.1 Before Clearing Sydney Heads

- (a) For an infringement of Part 2 of the RRS that occurs after the Preparatory Signal and prior to the boat clearing Sydney Heads, the Two-Turns Penalty under RRS 44.2 shall apply.
- (b) A boat which is found after a protest hearing to have infringed Part 2 of the RRS after the Preparatory Signal and prior to the boat clearing Sydney Heads shall receive a time penalty of not less than 5 minutes added to the boat's elapsed time.
- (c) A boat that is a premature starter and fails to return and start shall receive a scoring penalty of 30%.
- (d) A boat that complies with SI 19.1(a) shall, in addition to completing the declaration as required under SI 23, notify CYCA Race Control when reporting its position at the first scheduled Radio Position Report (2030 hours on 2 June 2018).
- (e) Sydney Heads is the area west of an imaginary line drawn between the Hornby Light on South Head and the eastern extremity of North Head.

19.2 After Clearing Sydney Heads

- (a) After a boat has cleared Sydney Heads, the Scoring Penalties of RRS 44.3 shall apply for an infringement of RRS Part 2 or these SIs.
- (b) A boat which is found after a protest hearing to have infringed RRS Part 2 after clearing Sydney Heads shall receive as a minimum a scoring penalty of 30%.
- (c) A boat which fails to meet the requirements of SI 23 (Declarations) shall receive a scoring penalty of up to 15% applied by the Race Committee without a hearing (Amends RRS 63.1).

19.3 Where a penalty is not specified the National Jury may at their discretion impose a scoring penalty up to 40% in lieu of disqualification.

19.4 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.

19.5 All penalties, unless otherwise specified, shall be computed as a percentage of the number of entries to the nearest whole number (rounding .5 upwards) in each Handicap Category or Division.

20. APPLICATION OF PENALTIES (Amends RRS 44.3 (c))

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

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

20.3 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.

20.4 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 (amends RRS 63.1).

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21. FINISH LINE (See Appendix 2)

21.1 The Finish line will be between the green starboard side beacon 22°17,17' S 166°25.55' E (WGS 84) and the red Port side beacon 22°16.98' S 166°25.66' E (WGS 84) of "Petite Passe"

21.2 Boats finishing at night are required to illuminate their sail number on the starboard side.

21.3 All boats shall take their own time and confirm on the Declaration Form

21.4 Finishing notes:

Note 1: After finishing, boats shall drop sails and await the arrival of an escort vessel. Boats to be berthed at Port Moselle shall observe the instructions of the escort vessel.

Note 2: All boats are required to fly yellow 'Q' Flag until clearing quarantine
All boats should as courtesy fly the French Flag on their starboard spreader.

Note 3: The Auckland & Queensland fleet will be using the same finishing line.

Note 4: All boats are requested to have two fenders ready to assist with berthing.

22. TIME LIMITS

22.1 A boat shall not start later than four hours after the Starting Signal.

22.2 There shall be no finish time limit for boats in the IRC, ORCI, and PHS divisions.

22.3 The time limit for boats in the Cruising Division shall be 1000 hours on 13 June 2018.

23. DECLARATIONS (Amends RRS 63.1)

23.1 All competitors shall lodge a declaration online through the race website (https://cycaforms.seamlessdocs.com/f/RSHYR_Race_Dec), **within six hours of their finish time, confirming their compliance or non-compliance with the SI's and the RRS. 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.**

23.2 The following circumstances shall be noted:

- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or
- (b) the boat has taken the benefit of Temporary Discontinuance from Racing in SI 20; 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 21.3; or
- (f) the boat uses a bona fide replacement for a damaged mainsail under SI 12.1; or
- (g) the boat fails to report in at a HF position sked;
- (h) compliance with the SI's and RRS.

23.3 A boat in the Cruising Division may lodge a Cruising Division Declaration in the prescribed form within six hours of the finishing time of the boat. A boat that fails to do so will be scored zero points.

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24. PROTESTS AND REQUESTS FOR REDRESS (Amends RRS 61 and 62).

- 24.1** Protests shall be in accordance with RRS 61.
- 24.2** Protests concerning eligibility of a boat shall be lodged at the CYCA Sailing Office by 1700 hours on Monday 28 May 2018.
- 24.3** Protests or requests for redress arising from the Race shall be delivered to the Race Committee in Noumea by email – Justine.kirkjian@cyca.com.au
- 24.4** The Race Committee will, within six 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 at Port Moselle. This shall be compliance with and notification to the parties under RRS 63.2.
- 24.5** The National Jury shall not be entitled to abandon the race as a consideration for redress (amends RRS 64.2).
- 24.6** There is no time limit for protests by the Race Committee or the National Jury. No other protests may be delivered after 1700 hours on 9 June 2018, (if a boat is still racing at that time they shall notify CYCA Race Control of their intent to protest) except when seeking redress. In that event, the time limit will be three hours after the protesting boat finishes. The Jury may not extend the time for delivery of a protest lodged under the provisions of this clause (Amends RRS 61.3)

25. HANDICAP CATEGORIES AND DIVISIONS

The race will be conducted and scored in IRC, ORCi, and PHS Handicap Categories and the Cruising Division.

The composition and allocation of boats into divisions in a Handicap Category will be determined by the Race Committee and shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)).

26. SCORING

26.1 IRC Handicap Categories

Results will be decided by the application of the IRC Time Corrector (TCC), as printed on each boat's IRC Certificate, as a multiplier of elapsed time.

The boat with the lowest corrected time (after application of scoring penalties, if any) shall be scored first.

The boat with the lowest corrected time overall (after application of scoring penalties, if any) shall be the overall winner of the Ponant Sydney Noumea Yacht Race.

26.2 PHS Handicap Categories

Results will be decided by the application of Time Correction Factors (TCFs) as a multiplier of elapsed times.

A boat's TCF will be determined by the Race Committee or its nominee. The TCF will not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)). The Race Committee may amend the TCF of a boat after the Race Briefing, at any time prior to the Warning Signal, where the Race Committee becomes aware of any changes to the boat that may affect its performance.

The boat with the lowest corrected time (after application of scoring penalties, if any) shall be scored first.

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26.3 ORCi Handicap Category(s)

Results will be decided by the application of the Time-on-Time Simplified Scoring Option, using the ToT Offshore rating as printed on each boat's ORCi Certificate, as a multiplier of elapsed time.

The boat with the lowest corrected time (after application of scoring penalties, if any) shall be scored first.

26.4 Cruising Division

Prior to 0900 hours on 2 June 2018 a boat in the Cruising Division may nominate predicted dates and times at which it will first pass through longitude gates of 156°E, 160°E, and 163°E during the race, and its finish time.

A boat will receive 20 points for first passing through the specified latitude or finishing on or within 1 hour of its nominated date and time, 10 points for doing so 1 hour or more and within 2 hours of its nominated date and time and 5 points for doing so 2 hours or more and within 4 hours of its nominated date and time.

A boat will also be awarded 20 points if it uses its engine for propulsion for less than 2 hours after starting, 10 points if it uses its engine for propulsion for 2 hours or more but less than 4 hours after starting, and 5 points if it uses its engine for propulsion for 4 hours or more but less than 10 hours after starting.

The Race Committee shall determine the times for each boat for the purposes of this SI 26.4. Its determinations shall not be subject to protest or grounds for a request for redress (amends RRS 60.1 and 62.1(a)).

The boat with the highest number of points (after application of scoring penalties, if any) shall be scored first.

27. RESULTS

Progressive and Final Results will be displayed on the race website.

During the race progressive standings may be published by the Race Committee and on the event website (<http://noumea.cyca.com.au>). 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 (amends RRS 60.1 and 62.1(a)).

28. TROPHIES

Trophies and prizes will be awarded as appropriate to the number of Handicap Categories and Divisions.

The formal presentation of trophies and prizes will take place at 1900 hours on 9 June 2018 at Cercle Nautique Caledonien.

29. INSPECTION AND INFORMATION

29.1 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.

29.2 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.

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30. MEDIA RIGHTS AND RESTRICTIONS

30.1 Conditions of entry

Any breach of the conditions in NoR 15, including of any permission granted under NoR 15, may be subject to a report under RRS 60.2(c) requesting action under RRS 69.1(a).

- 30.2** Skippers and crew members of boats may speak to, and provide material to, accredited members of any media prior to, during and after the race, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to:
- any comments and material supplied not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the National Jury, Measurers or Ponant;
 - no reference shall be made during such a commentary to boats in distress, urgency or emergency or wreckage sightings;
 - all information given shall be accurate (i.e. no deliberately false sightings or positions may be reported);
 - the skipper of the boat from which a commentary is broadcast shall be responsible for the detail and retain the text of the broadcast, and the boat may be protested should it be considered that the terms of this rule have been breached.
 - the Organising Authority receiving from the accredited media concerned an undertaking on terms satisfactory to the Organising Authority;
 - copies of that material (such as video or film tapes of any interviews and video footage obtained on (whether or not transmitted from) boats) being provided to the Organising Authority together with a perpetual licence to use and exhibit the material for any purpose, by 16 June 2018, unless otherwise agreed by the Organising Authority.

- 30.3** The approval in this SI 30.2 may be revoked by the Race Committee at any time with respect to any boat or any accredited media.

- 30.4** A boat is not permitted to request, and a boat working private schedules with other stations is prohibited from passing information in relation to, weather conditions or information in relation to the race or other competitors, except where requested by CYCA RACE CONTROL, or except as detailed in SI 33.4. No restriction is placed on the receiving of weather information broadcast by Government or commercial stations nor compliance with SI Appendix 1.

- 30.5** The National Jury may impose a penalty at their discretion, depending upon their judgment of the seriousness of the infringement, should they find that SI 30 has been breached.

30.6 Additional persons

With the prior approval of the Race Committee, a boat may carry additional persons on board from the Preparatory Signal until three hours after the Starting Signal, for media purposes. Such person shall not participate in the sailing of the boat. Such action will not form the basis of a protest or constitute grounds for redress (amends RRS 47.2 and 62.1).

31. ADVERTISING

A boat shall comply with the requirements of NoR 11 when racing. All boats shall carry and operate a tracking unit supplied by the Organising Authority, NoR 11.2.

32. OTHER CONDITIONS

- 32.1.** Immediately after berthing in Noumea all pyrotechnic devices (flares, rockets, etc) shall be stowed and securely locked in a container (fixed or portable), the key to which will be held in the custody of the owner/skipper for the duration of the boat's stay.

RADIO INSTRUCTIONS

33. CYCA RACE CONTROL

33.1 CYCA RACE CONTROL will conduct radio skeds for position reports and monitor the race frequencies.

33.2 All boats are required to check their satellite phone at regular intervals for messages from the Race Committee.

33.3 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.

33.4 Boats are reminded of their obligations under Chapter 10 Distress, Urgency and Safety Communications using Radiotelephony, of the Marine Radio Operators Handbook.

34. RADIO TRANSMISSIONS

34.1 The race frequency for all traffic, except recalls (SI 16) and the additional reports under SI 38, will be 6516 kHz, unless otherwise directed by CYCA RACE CONTROL.

CYCA RACE CONTROL will maintain a continuous listening watch on the following frequencies throughout the race:

- 6516 kHz
- VHF Channel 16.

34.2 For unscheduled race traffic, boats should call CYCA RACE CONTROL on 6516 kHz.

34.3 **All boats shall maintain a continuous listening watch on VHF Channel 16 for the duration of their race.**

34.4 **All boats shall report wind strength and wave heights to CYCA RACE CONTROL when wind strength exceeds 40 knots, unless otherwise instructed by CYCA RACE CONTROL.**

34.5 Should a boat experience HF radio difficulties, every effort shall be made to contact either the CYCA RACE Control on +61 408 566 696, or +687 86 33 65 or another boat on VHF Channel 16 to report the boat's position.

34.6 All boats shall report their positions in accordance with SI 35. **Failure to comply on HF radio without reasonable cause may 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 on HF missed	Penalty Imposed
1 st 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 on HF radio without reasonable cause during the race may receive a time penalty of 140 minutes added to the boats elapsed time.

34.7 **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).**

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34.8 All radio messages received, transmitted, or attempted to be transmitted shall be entered in the boats log, or in a separate radio log.

35. POSITION REPORT SCHEDULES

35.1 Daily position reports will be conducted as follows at the following times

- 0830 and 2030 hours (AEST) on each day

Frequencies to be used:

6516 kHz – from race start until Tuesday 5 June 2000 hours

12365 kHz - Tuesday 5 June 2000 hours until race finish

A weather report may be issued at this time.

CYCA RACE CONTROL may also notify competitors at a sked to go to any of the following frequencies:

- 4417, 4483, 6516, 8210, 8294, 12356 and 16528 kHz

35.2 The position report routine will be as follows:

- (a) CYCA RACE CONTROL will commence transmission on 6516kHz two minutes prior to the sked time with a long tuning call. All boats shall tune their radios during this period and not during the schedule.
- (b) Each boat when called shall make a position report on 6516kHz as follows: its Latitude and Longitude in DEGREES and WHOLE MINUTES (not decimals) as at 0830 and 2000, as appropriate, on each day (not at the time of reporting). If the position is copied, the boat name and its position will be repeated and the next boat called without a break in transmission.
- (c) If CYCA RACE CONTROL does not repeat the position, or if the repeated position is incorrect, boats affected shall stand by.
- (d) 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. CYCA RACE CONTROL may also call for outstanding position reports on 6516 kHz.
- (e) 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.

35.3 RETIRED BOATS WILL BE CALLED BY CYCA RACE CONTROL DURING THE SCHEDULES AND SHALL COMPLY WITH SI 39.

35.4 The Race Committee may require a boat on which a tracking unit referred to in NoR 11.2 fails or ceases to operate to establish a separate position reporting schedule with CYCA RACE CONTROL on 6516 kHz. A direction by the Race Committee under this SI 35.4 will apply to the boat to which it is directed whether or not the transmission is received and shall have immediate effect.

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36. SEVERE WEATHER FORECASTS

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

37. INITIAL SEARCH PROCEDURES

37.1 CYCA RACE CONTROL will initiate the following procedures in the case of a boat failing to respond for two successive skeds (one of which could be a position report called for at a listening schedule).

37.2 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 6516 kHz and VHF 16.
- (b) The boat will be called by name first on 6516 kHz 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.

37.3 A boat that:

(a) is unable to transmit on either its HF or VHF radio for:

- (i) a position report schedule (refer SI 35); and
- (ii) the succeeding position report schedule (refer SI 35);

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, 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).

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38. ADDITIONAL REPORTS FROM BOULARI PASSAGE

- 38.1** As boats approach Boulari Passage each boat shall contact SAIL NOUMEA RACE CONTROL on VHF 77 or +687 86 31 34 and advise ETA to finish.
- 38.2** When 30 mins from the finish line each boat shall contact SAIL NOUMEA RACE CONTROL on VHF 77 or +687 86 31 34 confirming approach to finish line.
- 38.3** All boats shall monitor VHF 77 from Boulari Passage until the finish line.
- 38.4** FINISHING REPORT – Boats shall report to “SAIL NOUMEA RACE CONTROL” on VHF 77 immediately after clearing the line for berthing instructions and shall report the flying of a protest flag (if applicable) at this time.
- 38.5** Boats shall continue to comply with the instructions for position reporting until they have cleared the finishing line.
- 38.6** Calls to "SAIL NOUMEA RACE CONTROL" under SI 38 shall not be made during the position report.

39. BOATS RETIRING FROM THE RACE

- 39.1** 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 details.
- 39.2** CYCA RACE CONTROL will call retired boats during position report schedules. A retired boat shall continue making position reports at each sked until arrival at its destination.
- 39.3** RETIRED BOATS SHALL:
- (a) immediately notify the Local Port Organisation (Marine Rescue Unit) on entry to their port of destination; and
 - (b) notify CYCA RACE CONTROL by telephone on +61 408 566 696, or +687 86 33 65.
- 39.4** Boats failing to comply with this SI 39 may be subject to report to the National Jury under RRS 60.2 (c) requesting action under RRS 69.1 (a).

40. EPIRBS

Boats shall brief their crew 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

PONANT SYDNEY NOUMEA YACHT RACE

SAILING INSTRUCTIONS

APPENDIX 1

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

1. PRE-RACE RADIO CHECK

- 1.1 CYCA RACE CONTROL will accept pre-race radio checks in accordance with SI 13.3.
- 1.2 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 communications, 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 Sailing Instruction 42 as to the CYCA RACE CONTROL 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 or Australian on VHF 16 seeking berthing directions.

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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 and advise relatives of the contact numbers from which the position of the boat can be obtained.
- 6.3 It is recommended that you log a passage plan with AMSA (online through your 406Mhz Distress beacon registration. <https://www.beacons.amsa.gov.au/>) and give a copy of this plan to your boat contact onshore.
- 6.4 RACING SKIPPERS ARE ESPECIALLY REQUESTED TO DRAW THE ATTENTION OF RETURN DELIVERY CREWS TO THESE RECOMMENDED PROCEDURES.

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 4207.5, 6312, 8414.5, 12577, and 16804.5 kHz.
- (3) EPIRB satellite detection.

Northern Territory and State Authorities provide a distress and safety monitoring service via the coast radio network on frequencies 4125, 6215 and 8291 kHz.

The coast radio network also broadcast navigation warnings as follows:

The coast radio network also broadcast navigation warnings on 8176 kHz as follows:

Station	Time
AMSA (for NSW)	1057, 2357
Coast Radio Melbourne	0857, 1257
Coast Radio Hobart	1557

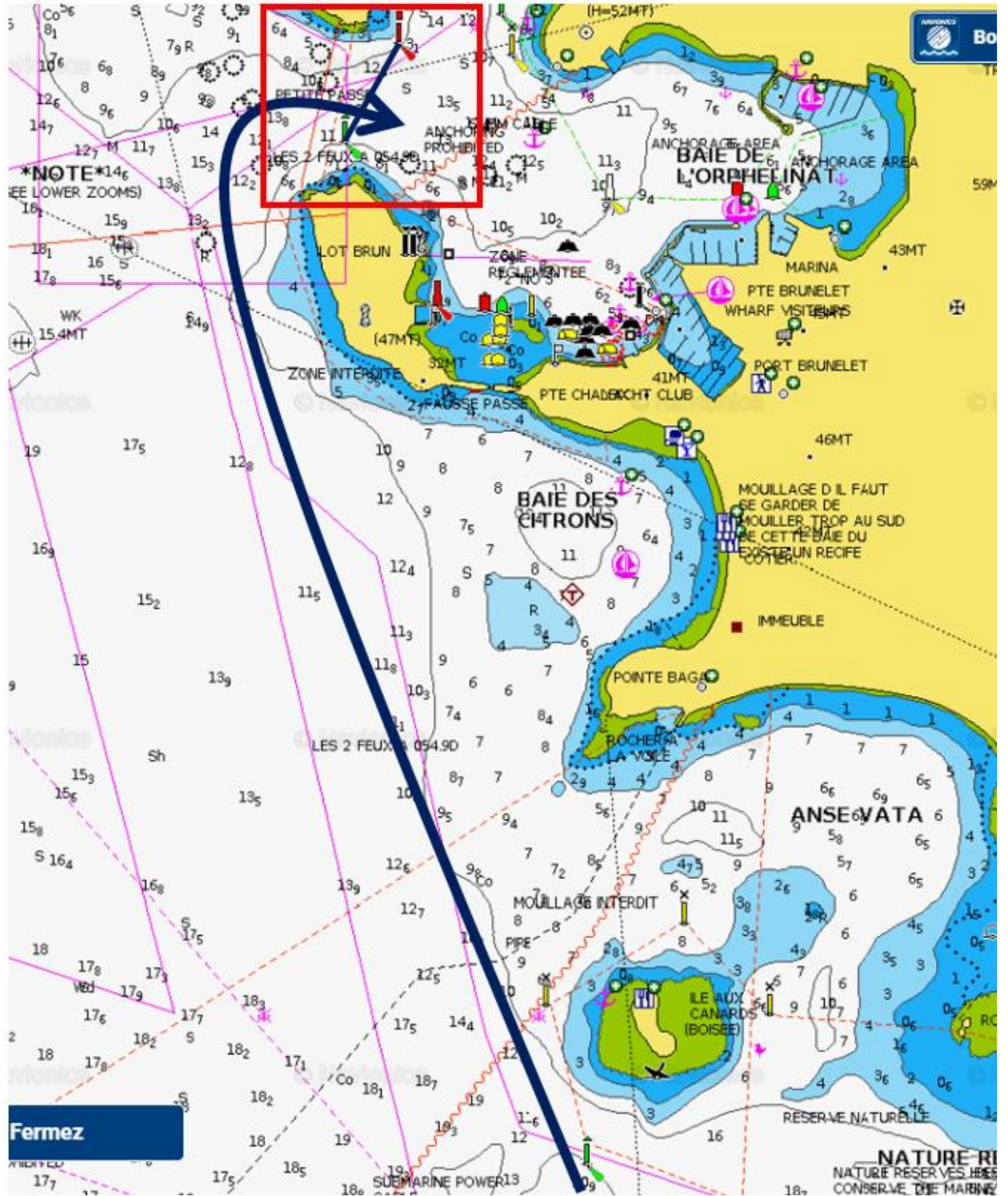
The Volunteer Marine Rescue Association through the, Marine Rescue Units or Australian Volunteer Coast Guard generally monitor VHF CH 16, during daylight hours but a 24 hours service is provided by some stations.

RCC Noumea maintains VHF CH 16 watch and is supported by fixed and rotary wing aircraft and coastal police watercraft

IMPORTANT

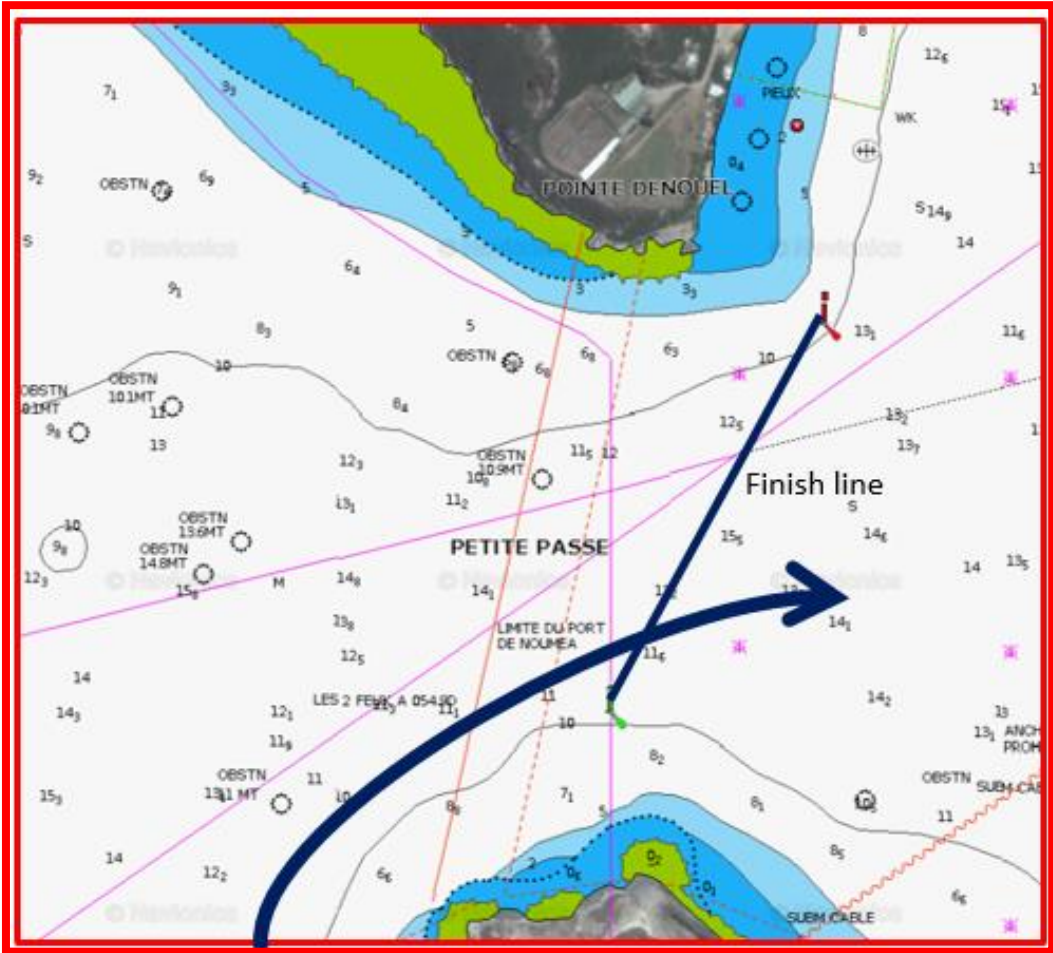
When entering and leaving ports, it is important to contact the local Marine Rescue Unit or Coastal Patrol. The volunteers who maintain these stations are always pleased to pass on and receive messages whenever possible but cannot assist if they have no knowledge of a boat's whereabouts. Please take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

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Finish Line



PONANT SYDNEY NOUMEA YACHT RACE

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APPENDIX 3

1. Charleville (VMC) broadcast schedule

Marine **weather warnings** are broadcast on the hour (*on the half-hour in CST*) for Qld, NSW, Vic and Tas coastal waters zones and for Northern, Northeast and Southeast high seas areas. The broadcast is available on the following frequencies (kHz):

Day-time (0700 – 1800 EST): 4426, 8176, 12365, 16546

- Night-time (1800 – 0700 EST): 2201, 6507, 8176, 12365

Navigation Maritime Safety Information notices are broadcast at 25 past each hour.

Marine **forecasts and observations** are broadcast from Charleville (VMC) on a four hour repeat cycle according to the following schedule.

Time				Frequencies (kHz)	Forecasts
EST*	CST*	WST	UTC		
0730	0700	0530	2130	4426 8176	Queensland
0830	0800	0630	2230	12365 16546	High Seas (Northern areas) High Seas (North Eastern areas) High Seas (South Eastern areas)
0930	0900	0730	2330		New South Wales Victoria
1130	1100	0930	0130		Queensland
1230	1200	1030	0230		High Seas (Northern areas) High Seas (North Eastern areas) High Seas (South Eastern areas)
1330	1300	1130	0330		New South Wales Victoria
1530	1500	1330	0530		Queensland
1630	1600	1430	0630		High Seas (Northern areas) High Seas (North Eastern areas) High Seas (South Eastern areas)
1730	1700	1530	0730		New South Wales Victoria
1830	1800	1630	0830	2201 6507	Tasmania
1930	1900	1730	0930	8176 12365	Queensland 2201 6507 8176 12365

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2030	2000	1830	1030	High Seas (Northern areas) High Seas (North Eastern areas) High Seas (South Eastern areas)
2130	2100	1930	1130	New South Wales Victoria
2330	2300	2130	1330	Queensland
0030	0000	2230	1430	High Seas (Northern areas) High Seas (North Eastern areas) High Seas (South Eastern areas)
0130	0100	2330	1530	New South Wales Victoria
0330	0300	0130	1730	Queensland
0430	0400	0230	1830	High Seas (Northern areas) High Seas (North Eastern areas) High Seas (South Eastern areas))
0530	0500	0330	1930	New South Wales Victoria