

HRYC SAILING INSTRUCTIONS

1. COVERAGE

1.1. These Sailing Instructions cover all races on the HRYC Season Calendar.

2. RULES

2.1. The organizing authority is the Hawkesbury River Yacht Club Inc. (HRYC).

2.2. All racing will be governed by the Racing Rules of Sailing and the Prescriptions and Special Regulations of Australian Sailing (AS) as amended by these sailing instructions.

2.3. AS Special Regulations Part 1 for racing boats shall apply to all yachts, multihull and trailer able vessels.

2.4. All HRYC Events are subject to NSW Maritime Regulations and NSW RMS.

2.5. Extras (Sails in addition to main and head sails) are permitted in all the Club's Trophy Races and Series.

2.6. Should conflict exist between the General Notice of Race and the Sailing Instructions, the Sailing Instructions shall over-ride the Notice of Race.

3. NOTICE TO COMPETITORS

3.1. Notices will be posted on the HRYC website and emailed to all sailing members

4. CHANGES TO INSTRUCTIONS

4.1. Any changes to the Sailing Instructions shall be posted on the Racing Pages of the HRYC website no later than 24 hours prior to the Start time of a Race.

4.2. Prior to the warning signal for the start of a race the Race Officer may inform yachts intending to race (either by hail, VHF radio or SMS) of a change to the Sailing Instructions. The onus is on the entrants to communicate with the Race Officer.

5. SCHEDULE OF RACES

5.1. The dates and scheduled starting times for races shall appear in the Official Race Calendar of the HRYC which is published in this Handbook; in "The Pennant" monthly; and on the HRYC website.

5.2. The HRYC Committee may make changes to this schedule at any time.

6. RACE MANAGEMENT

6.1. Windward-Leeward & Sprint Series: Race Officer and Assistants will be on a competing designated boat.

6.2. River Passage Series: Race Officer will be on board a competing designated boat.

6.3. A Duty Roster will be published on the HRYC website prior to the Start of the Season listing which competing boats will:

6.3.a. Provide the Duty Officer and Starting Assistants for each race of the Windward Leeward Series

6.3.b. Act as Duty Start Boat and provide the Race Officer, if required, in Windward Leeward or River Passage Series.

6.4. The Call Sign for the HRYC Start Boat will be "HRYC Starter"

6.5. All entrants are expected to be available for Race Duty, and to undertake training in Mark Laying & Retrieval and Race Management.

7. FLAGS AND BURGEES

7.1. The flags and burgees to be used in Club Races shall be:

- 7.1.a. The International Code of Signals and numeral pennants as described in the AS Racing Rules of Sailing
- 7.1.b. The HRYC burgee on official boats.
- 7.1.c. The HRYC Burgee shall be the Fleets racing pennant which shall be flown on the backstay or starboard shroud.

8. RACING AREAS

8.1. Inshore racing Area

Hawkesbury River - Around Dangar Is. to Croppy Point and Flatrock Point - Lower Hawkesbury River (B036F)

Hawkesbury River- Porto Bay - Lower Hawkesbury River (B036CG)

Between Croppy Point and Gonyah - Lower Hawkesbury River (B036CH)

Coastal Entrance to Broken Bay (Juno Pt. Barrenjoey, Box Head) Pittwater (B039CA)

Brisbane Water - Juno Point to Middle Head - Brisbane Water (B034AA)

Pittwater - Coasters Retreat and north to West Head - Pittwater (B039AD)

Pittwater - Barrenjoey to Sand Point - Pittwater (B038AD)

Pittwater - Sand Point to Stokes Point, includes Careel Bay, - Pittwater (B038AC)

Pittwater - Clareville - Pittwater - (B038AB)

Pittwater - Morning Bay -and north to Soldiers Point - Pittwater (B039AC)

Pittwater - Area around West Scotland Is. north to Woody Point - Pittwater (B039AB)

East Scotland Is - Pittwater (B039AE).

9. START & FINISH MARKS

9.1. There are two Inshore Permanent Marks:

9.1.a. A yellow Marker Buoy, known as the "East Mark" (4), in the vicinity of, east of, Flint and Steel Beach and bearing HRYC insignia;

9.1.b. A lit red Marker Buoy, known as the "North Mark" (3), in the vicinity of Pacific Head and Little Patonga Wharf and bearing RMYC, HRYC and RPAYC insignia.

9.1. The approximate positions of the Permanent Marks are described in Course sheets provided.

9.2. Laid Marks shall be:

9.2.a. Two Hi VIZ Flag marks on buoys,

9.2.b. A Tall Self-Inflating Orange Mark; or

9.2.c. Otherwise as described in the Notices of Race and Attachments.

9.3. **Windward-Leeward Series:**

9.3.a. The Start / Finish Marks will be as described on the course sheets provided.

9.4.b. The Leeward Mark shall be a Hi VIZ Flag mark., (Wing and Slalom Marks, **if used**, may be an Orange self-inflatable mark).

9.4.c. The Windward Mark shall be a Hi VIZ Flag mark.

9.5. **River Passage Series:**

9.5.a. For Races featuring a Gate Start the Start Marks shall be a Duty Start Boat (**Pathfinder**) and a laid Hi VIZ Flag marks or a Permanent Mark as described in the Notice of Race. The Finish Marks for these races are described on the course sheets provided.

9.5.b. For the **BBIC Three Islands Race**, conducted by the RMYC, Start Marks will be as per the RMYC BBIC Sailing Instructions. Usual RMYC practice is to for Start Marks to be a RMYC Motor Launch and a yellow inflatable buoy. The Finish Marks will be the RMYC Race Tower and an inflatable yellow buoy.

9.5.c. For the **HRYC Three Islands Race** the start line details will be provided in the NOR.

10. COURSES

10.1. Course Details are as outlined in Notices of Race and Course Sheets.

10.2. All Inshore Courses will be assigned Numbers and Names.

10.3. **Windward Leeward Series.**

10.3.a. The course will be advised no later than 10 minutes prior to the Warning Signal.

10.3.b. Failure of the Race Officer to display Pennants or Course Signage will not invalidate the start or be accepted as the basis of a Protest.

10.3.c. Course Code Pennants if used will be lowered prior to Warning Signal.

10.4. **River Passage Series**

10.4.a. The course will be advised no later than 10 minutes prior to the Warning Signal.

Failure of the Race Officer to display Pennants or Course Signage will not invalidate the start or be accepted as the basis of a Protest.

10.4.b. Course Code Pennants will be lowered prior to Warning Signal.

10.5. **For all Inshore Series**, the Race Officer will inform competitors of the Start Area and Course Number or Course Name by VHF radio Channel 77, before the Scheduled Start Time and when each boat Logs On.

11. AREAS THAT ARE OBSTRUCTIONS

11.1. Boats shall not pass between the outside line of registered moorings and the adjacent shoreline.

11.2. Boats shall comply with all RMS regulations while racing. Competitors must comply with navigation marks and keep the distance from moored boats and commercial vessels as required by maritime regulations.

12. MINIMUM NUMBER OF STARTERS

12.1. The Race Officer may abandon or postpone any race prior to the scheduled start where less than three (3) boats come to the Start Area.

13. STARTING METHODS AND PROCEDURES

13.1. A **Competing "Duty Boat" manages Start in vicinity of the Start Line.**

13.1.a. The Start Line is defined by a Transit Line or Marks other than the Duty Start Boat.

13.1.b. The Duty Start Boat may conduct the start from any position in the starting area under sail. The starting boat is free to maneuver and start as for all other competitors.

13.1.c. The Duty Starter manages the Race Start aboard the Duty Start Boat.

13.1.d. At the completion of the race, the Race Officer deducts sufficient time (if any) from Duty Start Boats recorded elapsed time to fully compensate for time lost due to Start Boat duties.

13.1.e Start Lines and procedures for "on time starts" are described on course sheets and NOR reminders.

13.1.f On Time Starts are where boats cross the starting or starting line transit on the race starting time. (Note: there may be no official starter or signals or 5 minute count down, the start is managed solely by synchronized watches). Otherwise a Duty Rostered Boat may conduct the countdown sounds and signals

13.2. **Handicap or Staggered Start**

13.2.a. In this method of starting, competing boats start at specific times allotted to them before the Race Start.

- 13.2.b. The notified Race Start Time is the starting time for the Front Marker (Boat).
- 13.2.c. Start times for each Entrant will be published in Race Notices within 5 working days of the race and expressed as the number of minutes and seconds after the starting signal.
- 13.2.d. The Scratch Marker (Boat) shall act as Duty Start Boat and shall be on station in the vicinity of the Start Line at least 10 minutes before the Start Signal.
- 13.2.e. The starting sequence and signals are the same as for other starts except that only the Front Marker starts on the initial Start Signal.
- 13.2.f. After the Starting Signal, the Division Flag (Numeral 1 Pennant) is re-hoisted. At the time for the next boat to start the Division Flag is lowered again with one long Sound Signal. This cycle is repeated until all boats have started.

13.3. Gate Start

- 13.3.a. In the Gate Start, the competing Duty Start Boat is known as the “Pathfinder”
- 13.3.b. Prior to the Start Signal, the Pathfinder maneuvers in the vicinity of the Start Mark while managing the Start and displaying Start Signals in accordance with **RR26**.
- 13.3.c. At the Start Signal, the Pathfinder sails away from the Start Mark close hauled on Port Tack.
- 13.3.d. The Start Gate is defined as a line between the Start Mark and the Transom of the Pathfinder.
- 13.3.e. Boats start by sailing through the Start Gate (between the transom of the Pathfinder and the Start Mark) on Starboard Tack after the Pathfinder crosses to weather on the Port Tack.
- 13.3.f. A boat cannot Start by approaching and crossing the Start Gate from the Course Side, and then re-crossing the Start Gate in the direction of the windward mark on Starboard.
- 13.3.g. A boat cannot start by crossing in front of the Pathfinder from the Course Side of the Start Gate and then rounding the Pathfinder and passing through the Start Gate in the direction of the windward mark on Starboard Tack.
- 13.3.h. The Pathfinder closes the Start Gate by tacking onto Starboard after sailing for two minutes close hauled on Port Tack.
- 13.3.i. After the Gate has closed, any Late Starters will start by performing a complete 360 Degree rounding of the Start Mark, approaching from Downwind of the Mark and leaving the Start Mark to Port while rounding

14. STARTING TIMES AND SIGNALS

14.1. Races shall be started by using rule 26 of the RRS, as amended by these Sailing Instructions, with the warning signal given 5 minutes before the starting signal.

14.2. Start Times

Approximate Start Times are listed below. These may be varied by the Race Officer.

Winter 12:30 E.A.S.T.

Summer 13:30 E.A.D.T.

14.2. Times shall be taken from the Visual Signals

The absence of a Sound Signal does not invalidate the start and should be disregarded by competing boats. This amends RRS 26.

15. LATE STARTERS AND USE OF ENGINES

15.1. Use of engines or mechanical propulsion within the Start Area must cease at the Preparatory Signal. Late starters may however continue to motor to the Start Area after the Preparatory Signal – see 15.3 & 15.4 below

15.2. After the Preparatory Signal engines shall only be used to:

- 15.2.a. avoid a collision between boats
- 15.2.b. recover a person overboard
- 15.2.c. render assistance to others in distress or
- 15.2.d. avoid running aground, or collision with an obstruction due to inability to control the vessel by means of sail.

15.3. The use of an engine must be reported to the Race Officer and any yacht using an engine for any purpose other than to render assistance to others in distress must complete a 360 degree turn under sail as soon as possible after the engine has been switched off.

15.4. **Late Starters motoring or being towed to the Starting Area**

A boat may motor or be towed to the starting line after the Preparatory Signal provided she performs two 360 degree turns in the same direction after propulsion has ceased and prior to starting. This amends RRS 41 & 42

15.5. **Inshore Series – Maximum Time allowable to cross Start Line after the Start Signal.**

A boat starting later than 10 minutes after the starting signal shall be scored Did Not Start without a hearing. This changes RRS A4.

15.6. **Gate Start – Late Starters**

A boat arriving at the Start Area after the Start Gate has closed (after the Pathfinder has tacked onto Starboard Tack) shall start by performing a complete 360 Degree rounding of the Start Mark, approaching from Downwind of the Mark and leaving the Start Mark to Port while rounding.

16. "OCS" Over Starting Line Early

Over the Starting Line early or "on the Course side of the Starting line" (OCS)

If, at the starting signal, any part of a boat's hull, crew or equipment is on the course side of the starting line it will be given a five-minute penalty unless that boat returns completely behind the line and starts within the time limit permitted by the Rules.

Where the Starter is in a position to do so, such boat or boats will be recalled by the Starter sounding 1 long blast on the starting horn and/or (where possible) hailing the infringing boat/s with a loud hailer.

Skippers should be aware that a boat returning to restart has no rights of way, and must keep clear of all other boats starting until it is completely on the pre-start side.

16.1. The "Round the End Rule" (RRS 30.1) will only apply when code flag (I) is displayed.

16.2. Rule 30.1 states that when "any part of a boat's hull, crew or equipment is on the course side of the Starting Line OR its extensions during the minute before her Starting Signal, she shall sail thereafter from the course side around the ends of the START Line, (*not between the Committee Boat and the Laid Buoy*) and then proceed to restart". This instruction does NOT apply to Gate Starts.

16.3. "Round the Ends Rule" adapted to Gate Start

If a boat is clearly on the course side of the Start Gate during the minute before the Starting Signal, she shall sail thereafter from the course side around the Start Mark then proceed to restart.

17. INNER DISTANT MARK AND WINDWARD GATE

17.1. "Inner Distant" or "Clearance Mark"

A small inner distant Flag Mark (sometimes called an "Anti-Barging Mark") may be laid near the Start Boat. Boats approaching the line to start shall pass this mark to Starboard. Boats may not pass between this Mark and the Start Boat after the One Minute Signal or

when approaching the Start. For the purposes of the RRS, this Mark shall be deemed to be a Start Mark.

17.2. When a Competing Boat sails between the Inner Distant Flag and the Start Boat on approach to the Start or after the One Minute Signal, the Race Officer shall promptly display flag X with one sound. The boat must then restart in accordance with Rule 30.1. A five (5) minute penalty will be applied automatically to any boat that sails between the inner distant flag mark and the Start Boat after the One Minute Signal. Any Boat that does not restart in accordance with Rule 30.1 will be scored DSQ. This amends Rule 29.1 of the RRS.

17.3. A Competing Boat shall not sail through the Finish Line in either direction when the Start Boat is on station (Flying the Blue on station Flag), except when finishing the race. If the course describes this line as a Windward Gate then boats are required to sail through this line in the direction of the finish. Failure to observe this rule will result in the Boat being scored DNF. This alters RRS 28

18. INDIVIDUAL RECALLS

18.1. **There are no recalls in the River Passage Series or Windward Leeward Races. It is the responsibility of each boat to restart correctly if they start prematurely. When a boat fails to restart correctly or continues to race after having started prematurely the duty boat or starter will record any yacht that is OCS, and an alternative penalty of five (5) minutes will be applied. Extreme cases may be awarded Disqualification. This amends RRS 29.1.**

19. FINISHING & RECORDING TIMES

19.1. Boats shall record their own Finish Times in all Races.

19.2. Boats are required to take their own finish times from a watch that has been set using the Telstra "talking clock - by dialing 1194 or a GPS from UTC +10hrs for E.S.T. or UTC +11hrs for E.D.S.T.

19.3. **When text messaging, times should be expressed in the time of day "hours :minutes: seconds" (HH:MM;SS) and, if reporting start and finish times, boats must report using the 24-hour clock. The report must include boat name, start time, or finish time as appropriate.**

19.4. As soon as possible after finishing races in the Offshore and River Passage Series, boats shall send their Finishing Time by SMS or Radio Message to the Race Officer.

19.5. The lead boat may take up station at the Finish Line and record the finish times of other competitors. In this event, there is no requirement to lodge finish times. Any Boat failing to lodge their finish times and to Log Off, as required by these instructions, within 1 hour of finishing in Races of the River Passage Series and any Race of the Offshore Series will be scored **DNS**.

20. CHANGE OF COURSE AFTER THE START

20.1. The Course Legs will not be changed after the start.

20.2. The Race Officer may shorten the course of Races in the Windward Leeward and River Passage Series in accordance with RRS 32.

20.3. In Windward Leeward Series Races, when Code Flag "S" is displayed prior to the Warning Signal of a Race in the number of Laps to be sailed will be shortened to one (1) lap of the Course. This amends RRS 32.

20.4. When Code Flag "S" is displayed after the lead boat has rounded the Leeward Mark for second time and before she sails through the Windward Gate for the second time, the Race is shortened to two (2) laps of the Course.

21. MISSING AND MOVED MARKS

If a Mark is missing, or has moved so that it cannot be rounded safely, a boat may still finish by sailing to where the mark should have been and executing a turn as if it had rounded the Mark in accordance with the sailing instructions. This procedure applies when the mark goes missing, or moves, during a race regardless of whether or not other boats have rounded the mark as described in the Sailing Instructions.

22. TIME LIMITS

22.1. Windward-Leeward Series Races - The Time Limit shall be three and one half (3.5) hours from the Starting Signal. When a boat finishes within the time limit, the race shall be valid only for those boats that finish within 90 minutes after the first boat, or within the time limit, whichever is the later.

22.2. River Passage Series Races & Lion Island Race the Time Limit shall be Three and one Half (3.5) hours from the Starting Signal. When a boat finishes within the time limit, the race shall be valid only for those Boats that finish within 60 minutes after the first boat, or within the time limit, whichever is the later.

22.3. For the HRYC Three Islands Race – The Time Limit shall be five (5) hours from the Starting Signal. When a boat finishes within the Time Limit, the race shall be valid only for those Boats that finish within 120 minutes after the first boat, or within the time limit, whichever is the later.

22.4. For the BBIC Three Islands Race – The Time Limit shall be as per BBIC Sailing Instructions and Notice of Race issued by RMYC.

23.6. Offshore Series and all Category 4 races – The Time Limit will be Official Sunset

23. PROTESTS

23.1. River Passage and Windward-Leeward Series: Protests shall be delivered in writing to the Race Officer or Rear Commodore within 24 hours of the completion of the race by the protesting boat.

23.2. Offshore Series: Protests shall be delivered in writing to the Race Officer or Rear Commodore within 48 hours of the completion of the race by the protesting boat.

23.3. RRS 61.1, covering requirements for informing the Protested Yacht including requirements to display a red flag and hail the protested, applies.

23.4. The time limit for Lodgment of a Redress will be 24hrs after the posting of the race results in which redress is sought.

23.5. The parties to a protest will be advised by notice posted on the HRYC website within 48 hours of the close of the time limit for Lodgment of Protests, of the time and place and order for the hearing of protests. Posting of such notices shall constitute notification to the parties under RRS 63.2.

23.6. For protests involving an alleged breach of a rule of RRS Part 2, a mediation hearing may be held prior to a protest hearing. This amends RRS Part 5, Section B

23.7. After a written protest is lodged, one representative from each boat will meet with the mediator. No witnesses will be permitted at this hearing.

23.8. A boat that accepts fault at a mediation hearing will be penalized by having her race score increased by 30% of the difference between the boats finishing score and the score for DSQ in the race, rounded to the nearest whole number. All other boats scores will remain the same. Once accepted, this decision is not subject to reopening, except by the Jury. This amends RRS 63, 64.1(a), 66 and Appendix A.

23.9. The acceptance of the mediator's opinion cannot be grounds for redress or reopening. This changes RRS 60.1, 62 and 66.

23.10. The mediator may be a member of any subsequent Protest Committee or may observe and give testimony to the protest committee.

23.11. If the mediator refers the case to a protest hearing, or if the Jury initiates a reopening, any penalty given for a breach of rule of Part 2 may be the Mediation Penalty.

24. SCORING

Race points

Points are awarded for competing in Series Races as follows:

- (a) A boat that fails to cross the starting line within the time stipulated in the Rules shall be awarded DID NOT START (DNS) status for the race.
- (b) A boat that completes the course without being disqualified and crosses the finishing line, whether or not the course has been shortened in accordance with the Rules, shall be considered to have FINISHED and its time for the course used to determine its handicap place for that race.
- (c) A boat may be DISQUALIFIED (DSQ) if, in the opinion of the Race Official, it has failed to complete the course in accordance with the Rules.
- (d) A boat that starts a race, but fails to finish within the time stipulated in the Rules, shall be awarded DID NOT FINISH (DNF) status for the race.
- (e) For boats that FINISHED points shall be awarded as follows:
The number of boats that started the race (Ns) or the number recorded as entered for the season plus 3 minus the boat's position on handicap (Ph). That is $Ns+3-Ph$
Example: If there are 10 boats in a race. First on handicap gets $10+3-1=12$. Second on handicap gets $10+3-2=11$ and so on. Tenth and last on handicap (if all boats finish) gets $10+3-10=3$.
- (f) Boats awarded DNF receive one point for starting.
- (g) A race that starts and which no boats finish shall be considered to be ABANDONED.
- (h) A race that is terminated for any reason by the Race Official shall be considered to be ABANDONED.
- (i) Boats that start in a race that is ABANDONED are awarded one point.
- (j) Boats awarded DSQ, or DNS, status get zero points.
- (k) Where a boat does not sail in a race because the Skipper is carrying out the duties of the Race Official, that boat shall receive points equal to 75% of the winners rounded up or down to the nearest whole number.

26. HANDICAPS

26.1. PHS Handicaps will not be adjusted after any event where less than 5 boats compete, except where 26.3 is applied.

26.2. Any changes which may significantly affect the performance of a boat must be declared to the Rear Commodore or Handicap Committee convened by the Rear Commodore before the next race after changes to the boat take effect. Examples of significant changes include: increases in sail area; change of skipper; and, hull, keel, rudder, rig or propeller modifications.

26.3. The Rear Commodore or the Handicap Committee convened by the Rear Commodore may alter a boat's handicap at any time without explanation or appeal.

26.4. There shall be no right of appeal against a handicap result.

27. SAFETY – Logging On, Logging Off and Crew Requirements

27.1. Boats shall Log On for all Inshore Series Races with the Race Officer or the competing Duty Boat stating Sail Number, Number of Crew (POB) and Intention to Race. A boat may Log On by hailing the Race Officer or by Radio on VHF77. A boat that comes to the Start Area

and fails to Log On will be scored as DNS.

28. SEVERE WEATHER

28.1. The Race Officer may postpone or abandon any race or day's sailing due to the threat or occurrence of severe weather.

28.2. The Race Officer may advise skippers of any decision to abandon the day's race in advance of the scheduled start time. This decision may be communicated, in addition to RRS requirements, by Radio on VHF channel 77, SMS, or email

28.3. Abandoned races may be re-sailed on another scheduled race day providing adequate notice is given and posted on the HRYC Website prior to the rescheduled race.

29. EQUIPMENT

29.1. A Boat shall carry her correct sail number unless the skipper and/or owner has otherwise notified the Race Officer.

29.2. All boats competing in HRYC events shall comply with Category 4 Safety Requirements in all Offshore Series Races and Category 7 Safety Requirements in all Inshore Series Races.

29.3. Boats fitted with retractable or lifting keels must maintain the keel in the fully lowered and lock position throughout races.

30. RUBBISH

30.1. Competitors shall not dispose of rubbish into the water. Boats infringing may be disqualified. Spinnaker banding is NOT exempt from this instruction.

RADIO COMMUNICATION

30.2. Except in an emergency, a boat shall neither make radio transmission while racing nor receive radio communication not available to all boats. This prohibition includes use of mobile phones.

30.3. The Race Officer Committee may broadcast the course to be sailed, names / sail numbers of OCS boats, and / or other information of interest to competitors on VHF channel 77. Any failure of, or defect in radio broadcasts by the Race Officer on matters such as Start Area, Course Number, Names and Sail Numbers of OCS boats, Shortening of Course, or any other matter of relevance to the conduct of the Race will not be grounds for redress. This changes RRS 60.1 and 62.

30.4. Offshore Radio communications between the Race Officer and a boat competing in the race shall be on VHF Channel 77.

30.5. All competitors must have a VHF radio and monitor VHF 16 during races.

30.6. All boats competing in the Offshore Series shall "Log on" and "Log Off" with Marine Rescue as per these Sailing Instructions and follow all radio schedule requirements of NSW Marine Rescue.

31. TROPHIES AND PRIZES

31.1. Series and Race Trophies will be awarded at the HRYC Annual General Meeting.

31.2. The Committee may establish additional prizes during the year.

32. INSURANCE

32.1. Each participating yacht shall be insured with valid Third Party Liability Insurance of not less than AU\$10,000,000 for any one event. Such insurance shall cover all risks arising from participation in the racing program whether ashore or afloat.

32.2. Each entrant shall sign the insurance compliance form. Proof of current insurance may be requested by the race committee at any time

33. LIABILITY / DISCLAIMER

33.1. Disclaimer: It is the responsibility of owners and skippers to ensure that each boat nominated on the HRYC Boat Registration and Season Racing Entry Form complies with the current Racing Rules of Sailing.

33.2. By signing the HRYC Boat Registration and Season Entry Form a competitor has made a declaration to the HRYC that the Owner and Skipper of the nominated boat understands and will, at all times while racing, comply with the requirements of Sailing Australia, the Notice of Race and Sailing Instructions, including:

33.2.a. RRS 46

33.2.b. the person in charge of the boat shall take responsibility to ensure that the crew complies with RRS 56

33.2.c. Australian Sailing Special Regulations;

33.2.d. That the boat has adequate current Third Party Property Liability Insurance and Third Party Personal Liability cover of not less than \$10,000,000 (Ten million dollars) for any one incident; and that all insurance shall be maintained during the period of racing;

33.2.e. The HRYC is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment;

33.3. By signing and lodging the Boat Registration and Seasons Entry Form with the HRYC, a person warrants to the HRYC that

33.3.a. he or she will draw to the attention of any person who competes on the Boat in any event conducted by the HRYC of the Risk Warning (Clause 35) below;

33.3.b. he or she acknowledges the receipt of the risk warning below and releases the HRYC from any claim or liability whatsoever for any harm or personal injury suffered by him or her, or by any person claiming through him or her, in any event conducted by the HRYC.

33.3.c. All those taking part in these races do so at their own risk and responsibility. Specific attention is drawn to RRS 4 which states; "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone". The Hawkesbury River Yacht Club Inc., Committee Members, Office Bearers, Race Officers or any other race officials are not responsible for any damage or injury either afloat or ashore prior to, during or after the event.

34. RISK WARNING

Participants are warned that, regardless of the precautions which might be taken by reasonable and experienced persons, sailing can be a dangerous pursuit and participants are exposed to significant risk of property damage, physical harm and possibly death. These risks may include, but are not limited to:

- The extremes of weather and sea conditions.
- The potential that control of vessels may be lost, resulting in collision with objects and other vessels.
- The sudden movement of the vessel at any time and the possibility that participants may fall or be thrown overboard, resulting in drowning.
- The possibility that participants may be injured by equipment on the vessel.
- The absence of immediate medical care and the likelihood that significant delays may occur before medical care is available.
- Exposure to the elements for extended periods.

Hawkesbury River Yacht Club Inc. also warns participants that regardless of their best intentions, they may be unable to render assistance to participants who are in distress. Participants are warned to consider the above risks and all other risks before deciding to

participate in any sailing event with Hawkesbury River Yacht Club. Participants are also advised that although Hawkesbury River Yacht Club is covered by third party liability insurance, this cover DOES NOT extend to participants. Any participant who considers they have a need for insurance must make their own private arrangements with an insurer. Membership of a sailing club affiliated with Yachting NSW includes limited personal accident insurance cover.

35. RIGHTS TO USE NAME AND LIKENESS

35.1. A competitor in any HRYC sailing event automatically grants to the HRYC the right in perpetuity to make, use and show, from time to time and at their discretion, any motion pictures, still pictures and live, digital video or film television and other reproductions of him/her during the period of the Event in which the competitor participates and in all material related to the said sailing event without compensation.

Updated 24/10/17