

Sydney Harbour Friday Twilight Inquiry Report

Contents

Abbreviations	3
Introduction	4
Executive summary	5
Recommendations	6
Facts	8
Twilight racing on Sydney Harbour	10
Submissions	13
Issues raised in submissions	13
Administrative procedures, race documentation, administration documentation, organisation and conduct of the races	13
Risk assessment	15
Emergency management procedures	16
Emergency services response	16
Rules & Procedures	17
Training and Education	21
Boats or Equipment	22
Marks	23
Other relevant matters	27
Conclusion	29
Annexure A	30
Annexure B	31
Annexure C	33
Annexure D	37
Annexure E	40
Annexure F	42
Annexure G	43
Annexure H	45
Annexure I	49

Annexures

- A. Map of courses for RANSA and SASC and approximate site of the collision
- B. Timeline of Events from RANSA
- C. RSYS Sailing Instructions
- D. RANSA Sailing Instructions
- E. SASC Sailing Instructions
- F. Australian Sailing Sydney Harbour Laid Marks
- G. Map of courses for RANSA, SASC, RSYS & CYCA start line
- H. Start times for RSYS, RANSA & SASC Friday Twilight Races – 6 December 2024
- I. RSYS and CYCA Emergency Procedures

Abbreviations

Aquatic Licence	As defined in Footnote 38
AS	Australian Sailing
AS Marks	Australian Sailing or YA Marks
BB	Beashel Buoy, Beashel Mark, Sow & Pigs Mark
BSC	Balmain Sailing Club
BWPS	CYCA Bluewater Point score
CBS	Chowder Bay South Mark
COLREGS/IRPCAS	International Regulations for Preventing Collisions at Sea
CYCA	Cruising Yacht Club of Australia
Exemption Order	Marine Safety Regulation 2016 Exemption Order Clause 140(1), 23 February 2023
DSC	Drummoyne Sailing Club
GFS	Greenwich Flying Squadron
IMO	International Maritime Organisation
Incident	The incident described in paragraph 1 of the Introduction
Inquiry	The Sydney Harbour Friday Twilight Inquiry
LB	Lady Bay Mark
Marine Safety Act	Marine Safety Act, 1998, New South Wales
MHYC	Middle Harbour Yacht Club
MYC	Manly Yacht Club
NOR	Notice of Race
NP	Neilson Park Mark
N2	Naval Buoy 2
N3	Naval Buoy 3
NSW Maritime Safety Procedures	As defined on page 20
OB	Obelisk Buoy
Panel	The Panel established by AS to conduct the Inquiry
PP	Point Piper Mark
Race Documentation	Documentation including SI's/NOR's
RANSA	Royal Australian Navy Sailing Association
RO	Race Officer
RPEYC	Royal Prince Edward Yacht Club
RRS	Racing Rules of Sailing
RSYS	Royal Sydney Yacht Squadron
SailPass	As defined on page 8
Sailing Clubs	Sailing clubs that sail on Sydney Harbour
Sailing Event	As defined in the Exemption Order
SASC	Sydney Amateur Sailing Club
SI/SM	Shark Island
Sis	Sailing Instructions
TfNSW	Transport for New South Wales
VYC	Vaucluse Yacht Club
YA Marks	Australian Sailing or YA Marks

Introduction

A collision occurred at approximately 1830 on Friday 6 December 2024 between 2 yachts, *Pendragon* and *Delinquent* near the Beashel Buoy just south of Sow & Pigs Reef, Sydney Harbour resulting in the death of a crew member from *Pendragon*, Mr Nico Lassing. Both yachts were competing in Friday Twilight Races, *Pendragon* from the Royal Australian Navy Sailing Association (RANSA) and *Delinquent* from Sydney Amateurs Sailing Club (SASC) (Incident).

On 19 December 2024, Australian Sailing (AS) resolved to hold an inquiry into the Incident and asked Nicola Wakefield Evans, AM to chair the Sydney Harbour Friday Twilight Series Inquiry. The statement issued by Australian Sailing on 19 December 2024 stated that other members of the committee will include representatives from RANSA and SASC and independent members appointed by Australian Sailing and that:

"The Inquiry will focus on all aspects of the Sydney Harbour Friday Twilight Series including race management and administration, emergency procedures, safety issues surrounding the collision and, importantly, the experiences of the crew members. Ultimately, the Inquiry seeks to identify the lessons to be learned from the incident, and to minimise the risks of such an event ever occurring again."

The Inquiry may seek input from various parties including, but not limited to, the crew of competing yachts, members of the race committee, weather services, emergency services involved in the incident, and such other persons as the inquiry sees fit. The inquiry may also receive written submissions."

On behalf of Nicola Wakefield Evans we now invite competitors, race officials and other members of the sailing community who wish to provide a written submission for the consideration of the Inquiry committee to do so by close of business 17 January 2025."

A copy of the media release from Australian Sailing dated 19 January 2024 is at:

<https://www.sailing.org.au/news/sydney-harbour-friday-twilight-inquiry>

The Sydney Harbour Friday Twilight Series Panel (Panel) was established and announced by Australian Sailing on 17 January 2025 together with the Terms of Reference of the Inquiry.

Australian Sailing appointed the following people to the Panel:

- Nicola Wakefield Evans AM (Chair), member CYCA Sailing Committee, member of RSYS and CYCA
- Phil Tanner, Club Captain, SASC
- Peter Hammond, Honorary Secretary, RANSA, member of RPEYC
- Diane Vukelic, General Manager, Woollahra Sailing Club
- Michael Bellingham, Vice-President, Etchells Australia and member of RSYS

The Terms of Reference for the Inquiry are at: <https://www.sailing.org.au/news/terms-of-reference-for-the-sydney-harbour-friday-twilight> and stated that:

“The Inquiry will examine all the circumstances pertaining to the conduct of the relevant yacht races that led to the fatal collision between Pendragon and Delinquent on 6 December 2024, and more broadly, twilight series races organised by RANSA, SASC, and other clubs on Sydney Harbour including:

- 1. Review relevant administrative procedures, race documentation, organisation and conduct of the races;*
- 2. Review the risk and emergency management procedures in place and their effectiveness;*
- 3. If thought fit, make recommendations as to:*
 - a. any changes to the rules, procedures, administration documentation, training and education, boats or equipment that might further mitigate risk;*
 - b. the use of shared marks, including islands, ‘YA marks’ and navigation marks;*
 - c. co-ordination and communication between clubs on Sydney Harbour;*
 - d. emergency management procedures and emergency services response; and*
 - e. any other matters relating to the conduct of the race as the Inquiry considers appropriate”*

As evidenced by the Terms of Reference, it is not the role of the Inquiry to make any findings of fact or to apportion blame in relation to the Incident. The Panel notes that there is currently an investigation being conducted by the NSW Police Force and that this matter will ultimately be reviewed by the Coroners Court of New South Wales. In addition, no adverse inference should be made in relation to any comments in this Report, including the Recommendations, that a matter has been raised or reviewed as a result of an action by any party involved in the Incident.

The time for lodging of submissions was extended by the Panel to 14 February 2025 and subsequent extensions were given to a number of interested parties.

The Panel received more than 35 submissions, all of which have been carefully reviewed in preparing this report. The Panel extends its gratitude to everyone who contributed, particularly for the detailed and thoughtful submissions.

This report is produced in accordance with World Sailing Regulation 38 and Australian Sailing Special Regulations Part 1, 2.02.5 for Safety Reporting.

Executive summary

The Panel firstly wish to express their condolences to the friends and family of Nico Lassing, the crews of *Pendragon* and *Delinquent* and to everyone who has been affected by this tragic incident.

Twilight Sailing on Sydney Harbour during summer is a quintessential and popular Sydney Harbour experience with a mixture of competitive and social sailing. It is a way to introduce people to keel boat sailing and racing competition, for new boat owners to commence racing and learn about their yachts and to take friends, family and colleagues sailing on Sydney Harbour and for skippers and owners of yachts to train their crew and give crew the chance to helm the yacht for all or part of a twilight race.

Twilight sailing on Sydney Harbour has been in existence for over 40 years. As the Panel has been unable to find any record of another fatality in a Friday Twilight race on Sydney Harbour, the Incident is exceptional.

One submission noted:

"While collisions on Sydney Harbour are not unheard of, it is extremely rare they cause significant injury or fatality. Since 2018, there have been approximately 90 rule-based incidents (by protest or other reporting) across all Category 4-7 racing. Approximately 37% of these involved a collision, and none of these collisions caused injury. Approximately 10 serious injuries were recorded in this time (injury requiring hospitalisation) from separate incidents on board. Moreover, between CYCA, RSY, SASC and RANSA, there are approximately 380 boats on the Harbour across the course of a week for twilight racing. That means there are approximately 10,000 occurrences of boats racing on Sydney Harbour for a twilight race each year (assuming 6 months of twilight racing). With one fatality in recent years, the occurrence is incredibly rare.¹"

Many submissions received by the Inquiry commented on the history and experience of twilight sailing and urged the Inquiry to keep this in mind. For example, *"Friday night twilight racing is one of the unique experiences that make Sydney Harbour a world renowned sailing destination. Twilight racing should be preserved, protected and nurtured to ensure it can continue to be enjoyed by all participants. We welcome the Inquiry focus on continued professional race management and safety²."*

Sailing is a very well-regulated sport, covered by multiple sets of carefully considered and internationally/nationally recognised and well-established protocols, rules and laws that have been in existence for a long time. The sport of sailing emphasizes good judgment and seamanship with participants encouraged to act responsibly and comply with these rules at all times.

Recommendations

The Inquiry has reviewed the circumstances that led to the incident on 6 December 2024 and more broadly, twilight series races organised by RANSA, SASC, and other clubs on Sydney Harbour. After taking into account the submissions received by the Inquiry and the review undertaken by the Panel, in accordance with the Terms of Reference, make the following recommendations as a result.

- a. **Communication and co-ordination between Sailing Clubs** - Strengthen the ongoing communication and co-ordination between Sailing Clubs including the establishment of a committee to be called the *"Sydney Harbour Sailing Club Committee"* to meet regularly to share knowledge and information, to increase collaboration, consider sailing season calendars, course overlaps, fleet start times, congestion at certain times, standardised emergency protocols, training and other relevant matters while recognising considerable operational diversity and resources limitations of each sailing club;
- b. **Emergency responses**
 - **Emergency protocols** - Sailing Clubs agree consistent emergency protocols, including relevant emergency contact details and drop off points for all Sailing Clubs on Sydney Harbour and communicate to all participating skippers and crews;

¹ Submission 33

² Submission 15

- **Emergency App** – each skipper/boat captain/yacht owner to download either the Emergency Plus App or the Marine Rescue NSW App on their phone prior to the commencement of the sailing season;
- **Emergency Contact details** – each skipper/boat captain/yacht owner should have the emergency contact details for all crew members who race on their yacht;

c. **Sailing Rules**

- **Mandatory Skipper briefing** – each Sailing Club enforce mandatory skipper briefings prior to the commencement of each sailing season and use the mandatory skipper briefings to clearly reinforce the Racing Rules of Sailing including that the skipper holds ultimate responsibility for the safety of their crew, the safe operation of their vessel, appropriate emergency response in case of emergency and for ensuring the safety of all competitors and waterway users. The briefings should also be used to communicate rules changes, and include briefings from emergency services, waterways managers and skippers of large ships;
- **Rules training** – sailing clubs hold annual rules briefings and strongly encourage their members who race to attend;
- **Enhanced knowledge of sailing rules** – Australian Sailing develop a short online interactive rules module/course for members (with a certificate of completion) and sailing clubs should encourage their members to undertake such a module/course and to consider whether the completion of such a course should be an entry requirement to race;
- **COLREGS Rule 5** – Australian Sailing and NSW Maritime to incorporate this rule into the NSW Maritime Safety Procedures.

d. **Australia Sailing review of sailing infrastructure**

- **AS Marks** – Australian Sailing establish a working group with Sailing Clubs and TfNSW to conduct a review of AS Marks on Sydney Harbour including whether they are currently fit for purpose, in the right location, rounding direction, need for additional marks and/or offset marks to Beashel Buoy and Shark Island;
- **SailPass** – Australian Sailing review the AS membership requirement introduced as Rule 46 of the 2021 – 2024 Rules of Sailing (SailPass) with a view to having a more workable and consistent solution for temporary membership for crew and for skippers to record crew details including their emergency contact details.

e. **Category 7**

- **Review of Category 7** – Australian Sailing to review Category 7 to determine its suitability for twilight races;
- **Mandatory VHF radio** – Australian Sailing to conduct an evidence-based review and to consider whether it would be appropriate to amend Category 7 to require every yacht racing in a Category 7 race to have a VHF radio on board.

Facts

Incident

A collision occurred at approximately 1830 on Friday 6 December 2024 between 2 yachts, *Pendragon* and *Delinquent* near the Beashel Buoy just south of Sow & Pigs Reef, Sydney Harbour resulting in the death of a crew member, Mr Nico Lassing, on *Pendragon*.

Pendragon is a Stewart 34 owned by Ken Allen. Janey Treleaven is the master of *Pendragon* and was sailing in Division 2 of the RANSA Friday Twilight race. There were nine sailors on board *Pendragon*. A crew member³ of *Pendragon* was at the helm of *Pendragon* at the time of the incident.

Delinquent is an S&S 34 owned by Warwick Ellis and was sailing in Division 2 of the SASC Friday Twilight Race. In addition to Warwick Ellis, there were three sailors on board *Delinquent*. A crew member⁴ of *Delinquent* was at the helm of *Delinquent* and was acting master at the time of the incident.

The collision between *Pendragon* and *Delinquent* occurred near Beashel Buoy, the windward rounding mark (also known as BB, the Beashel Buoy, Beashel Mark or the Sow & Pigs mark). The Beashel Buoy is an Australian Sailing (AS mark). A map of the courses for the RANSA and SASC Friday twilight races held on 06 December 2024 and the approximate site of the collision is attached as Annexure A.

Pendragon approached Beashel Buoy on a port tack with several other yachts and was rounding the mark to starboard, turning south to run downwind to the next rounding mark at Shark Island, with other yachts in front, to port and aft. *Delinquent* was approaching the Beashel Buoy from the south on a starboard tack and collided with *Pendragon* midships on its port side⁵. A crew member of *Pendragon*, man in his 50's, Mr Nico Lassing was sitting on the rail of *Pendragon* on the port side and sustained a severe chest injury and died at the scene.

Weather conditions

The weather on Sydney Harbour at the time of the collision was as follows:

- Temperature – 28C
- Light north easterly breeze between 10 -15 knots
- Outgoing tide, with low tide at 1922
- Good visibility and calm sailing conditions

Sydney Harbour Conditions

Sydney Harbour was very busy on the evening of 6 December 2024. In addition to the standard ferry movements, there were a number of pleasure boats hosting pre-Christmas activities and several other sailing races including:

- a. CYCA Cabbage Tree Island Race, (which is part of its Bluewater Pointscore series);
- b. CYCA Night Race (which is part of their Short Haul Point Score Series);
- c. Middle Harbour Yacht Club Friday Spinnaker Twilight race; and

³ The Panel notes that as mentioned on page 5 of this report, it is standard and accepted practice during twilight races for owners and skippers to provide opportunities for crew members to helm the yacht for all or part of a twilight race

⁴ See footnote 3

⁵ The Panel has used its best endeavours to describe the sequence of events that led to the Incident though information provided in a number of submissions, several interviews and by using its collective sailing knowledge and as a result these facts include an interpretation of what may have happened

d. Manly Yacht Club Friday Twilight Race.

As a result, approximately 205 yachts were sailing in seven races on the main and northern parts of Sydney Harbour on the evening of 6 December 2024 as follows:

- a. SASC Friday Twilight - 30 yachts participated in three divisions in this race starting at Athol Bay between 1745 to 1755;
- b. RANSA Friday Twilight – 45 yachts participated in four divisions in this race starting at Rushcutters Bay between 1755 to 1805;
- c. RSYS Friday Twilight – 40 yachts starting at Kirribilli between 1730 to 1807 in 4 divisions;
- d. CYCA Cabbage Tree Island race – 51 yachts starting from Point Piper at approximately 1920⁶;
- e. CYCA Short Haul Series Night Race – eight yachts starting from Point Piper at 1830;
- f. Middle Harbour Yacht Club – five yachts starting from Hunters Bay/the Sound – this race was sailed in the North Harbour with no overlap with the races being conducted by RSYS, RANSA, SASC and CYCA;⁷
- g. Manly Yacht Club – 26 yachts starting from Manly – this race was sailed in the North Harbour⁸.

Of the twilight races sailed on 6 December 2024, the yachts that rounded the Beashel Buoy included all divisions in the SASC race (30 yachts), division 2 yachts from RANSA (14 yachts) and division 3 yachts from RSYS (12 yachts). Therefore, 56 yachts had the potential to converge and be rounding the Beashel Buoy at similar times that evening with starting times ranging from 1730 to 1800 for these yachts⁹. Combined with other yachts heading to Lady Bay, other race groups and the fleet for the CYCA Cabbage Tree race, this part of Sydney Harbour was congested on the night.

As a result of the start of the CYCA Cabbage Tree Island Race, RANSA and SASC shortened their courses at south of the Shark Island so that their participating yachts could avoid the start of the CYCA Cabbage Tree Island Race.

Emergency response

Immediately after the collision between *Pendragon* and *Delinquent*, the crew on board *Pendragon* administered medical assistance and CPR to Mr Nico Lassing. It became clear that he was unresponsive and had passed away. Several crew members used their mobile phones to call Triple 000 and to notify the CYCA, where *Pendragon* is berthed. The master of *Pendragon* used the VHF radio to contact RANSA One (the RANSA start boat) on Channel 73 and notified them of the incident and the fatality¹⁰. The RANSA RO advised¹¹ that they were unable to help “as at anchor with 40 boats approaching the line – advised to call police or marine rescue.” The master of *Pendragon* then called Marine Rescue NSW¹² on Channel 16.

The Master of *Pendragon* also called the CEO of the Cruising Yacht Club of Australia (CYCA), (who was on the CYCA support vessel for the start of the CYCA Night Race and Cabbage Tree Island Race). She offered to come on board *Pendragon* which she subsequently did to assist the crew.

⁶ This race was scheduled to start at 1900. However, the fleet was recalled after a number of yachts were over the start line. The race eventually started at approximately 1920

⁷ This race has been disregarded for the purposes of this report

⁸ This race has been disregarded for the purposes of this report

⁹ See Annexure H

¹⁰ It is noted in the submission from RANSA that between 1845-1850 they received a “Radio call from *Pendragon* advising of accident and injury. RO advised unable to help as at anchor with 40 boats approaching line – advised to call police or marine rescue. Nothing further received.”

¹¹ See Annexure B

¹² Marine Rescue NSW is a volunteer marine rescue service and a key partner in safe boating with the State of New South Wales

As soon as the collision occurred, *Delinquent* contacted Triple 000 and provided them with the location coordinates from the Raymarine system on the yacht.

The Panel notes that notwithstanding the traumatic circumstances of the Incident, the crew of both *Pendragon* and *Delinquent* responded swiftly and professionally after the Incident including administering CPR to Mr Nico Lassing by the crew of *Pendragon*, contacting authorities via mobile phones and VHF radios and cooperating fully with emergency responders.

A crew member of a yacht close by heard the crash and called out to the crew of *Pendragon* to check if they were ok. When they responded that they were not ok, he called the Maritime Duty Officer (on his mobile phone) and then after hearing the VHF Radio Channel 16 call from *Pendragon* to the effect “*This is Pendragon, we have a badly injured crew member and require assistance*” he called the NSW Police Marine Area Command (on his mobile phone) who said that they were aware of the incident and that they had a crew on the way.

The Panel understand that the crew on both yachts had difficulty explaining to Triple 000 their exact location on Sydney Harbour and were asked to download an App¹³ so that they could provide the co-ordinates of their location to Triple 000. In addition, while Triple 000, the Sydney Water Police and emergency services were aware of the Incident as soon as they started receiving notifications shortly after it occurred, that may not have been immediately communicated back to the two yachts concerned. NSW Police contacted the owner of *Delinquent* 10-15 minutes after they had made their initial call to Triple 000 checking their status and directing that *Delinquent* head to the CYCA marina.

Pendragon and *Delinquent* motored to the CYCA marina where they were met by NSW Police, NSW Water Police and NSW Ambulance. NSW Police took control of both yachts for their investigation. The skippers of both yachts were taken to St Vincents Hospital for mandatory drug and alcohol testing. The Panel understands that alcohol was not a contributing factor in the Incident.

Annexure B contains a timeline of events provided by RANSA.

The Panel notes that there was no protest hearing or any penalties applied by any sailing club to any yacht after the Incident and that there is currently an investigation being conducted by the NSW Police Force and that this matter will ultimately be reviewed by the Coroners Court of New South Wales. It is therefore not the role of the Panel to apportion blame and any final determination of legal responsibility rests with the authorities.

Twilight racing on Sydney Harbour

Seven sailing clubs typically conduct Friday night twilight/night races on Sydney Harbour. While this report is confined to the Eastern Harbour where 3 clubs (RSYS, RANSA and SASC) conduct Friday Twilight Races from September to March each sailing season and the CYCA conducts two-night races,¹⁴ many submissions commented on racing in general (including twilight races in all parts of Sydney Harbour) and the Panel has reviewed and commented on broader aspects of racing. In certain wind conditions, yachts racing with the Middle Harbour Yacht Club and Manly Yacht Club sail to the Beashel Buoy, Lady Bay Mark, Obelisk and Eastern Channel marks for their Friday twilight races.

¹³ The Panel understands that this App is either the “*What3words App*” or the “*Emergency Plus App*”

¹⁴ The CYCA night races were held on 18 October 2024 and 6 December 2024

The clubs start their races at different times and have different courses which results in yachts of differing speeds and capabilities rounding marks at similar or different intervals. The prevalence of certain wind conditions may mean that yachts in different races may meet at a mark at similar times.¹⁵

Twilight sailing is primarily mixed fleet racing and accordingly, yachts can range in age, size, weight and speed and include racers and/or cruisers.¹⁶ The minimum equipment requirement for a yacht to enter into a Friday Twilight Race is typically Category 7 for “*Short Races in Sheltered Waters in daylight hours only with effective rescue availability.*”

Approximately 579 yachts across 10 sailing clubs with 2,000 participants (skippers and crew)¹⁷ participate in twilight or night sailing from Sunday to Friday night on Sydney Harbour from September to March as shown in the following table:

Registered boat numbers¹⁸

Clubs	Location	Mon	Tue	Wed	Thurs	Fri	Sun	Total
BSC	West Harbour					33		33
DSC	West Harbour		39					39
GFS	West Harbour			75				75
MYC	North Harbour					52		52
MHYC	North Harbour				33	8		41
CYCA	Main Harbour	34		61		8 ¹⁹		103
RSYS	Main Harbour		37		8	68	19	132
SASC	Main Harbour					47		47
RANSA	Main Harbour					47		47
VYC	Main Harbour		10					10
TOTAL		34	86	136	41	263	19	579

Each sailing club has designated courses for their twilight races that are set at the start of each sailing season. These courses are found in the Sailing Instructions for each relevant sailing club. Sailing Instructions (SIs) offer specific, event-related information about the conduct of racing, including course details, timing and safety procedures. The Sailing Instructions for RSYS, RANSA and SASC are found as Annexures C (RSYS), D (RANSA) and E (SASC).

Each sailing club typically lays a start and finish line near their sailing club. For example, the Sailing Instructions for the RANSA Friday Twilight Races states at paragraph 10.1 of the SIs that “*The starting line will be in the vicinity of Rushcutters Bay.*” Paragraph 10.2 states that “*The starting line will be between a staff displaying an orange flag on the Race Committee Vessel (RANSA 1) at the starboard end and a RANSA mark at the port end.*”

¹⁵ Submission 20

¹⁶ Submission 1

¹⁷ Submission 1. Note that a number of yachts are often entered into multiple twilight races across a week

¹⁸ Submission 1

¹⁹ Note that the CYCA conduct 2-night races (in 2024 on 18 October 2024 and 6 December 2024 where 4 and 8 yachts started the races) as part of its Short Haul Pointscore program

To make twilight racing more efficient, it has been the practice of a number of sailing clubs on Sydney Harbour to use permanent laid marks and fixtures on Sydney Harbour as rounding buoys rather than laying club marks. The permanent laid marks on Sydney Harbour are known as “Australian Sailing Marks, AS Marks or YA Marks” (AS Marks). A map showing these marks is set out in Annexure F.²⁰

As a result, on Friday nights, RSYS, SASC and RANSA share a number of AS Marks and other hardware on the harbour (including the navel buoys located east of Garden Island). The CYCA also use the AS Marks for the two night races which are part of the CYCA Short Haul series.

The sailing courses for RSYS, RANSA and SASC, for Friday Twilights for the 2024/2025 season are as follows:

Friday Twilight Sailing Courses for RSYS, RANSA and SASC 2024/2025²¹

Sailing Club	Division	Course	Miscellaneous
RSYS²²			
	Division 1	Starting Line – N3(P) – LB – SM – Finishing Line.	Approx. 7.5 nm.
	Division 2	Starting Line – N3(P) – OB – SM – Finishing Line.	Approx. 7.0 nm.
	Division 3	Starting Line – N3(P) – BB – SM – Finishing Line.	Approx. 6.5 nm.
	Division 4	Starting Line – N3(P) – CBS – Finishing Line.	Approx. 5.5 nm.
RANSA²³			Boats shall leave marks to starboard unless the mark is suffixed (p), which indicates the mark is to be left to port.
	Division 1S	Start – CI(p) – OB – SIM – PP(p) – CI(p) – Finish	
	Division 1	Start – CI(p) – LB – SIM – PP(p) – CI(p) – Finish	
	Division 2	Start – CI(p) – BB – SIM – PP(p) – CI(p) – Finish	
	Division 3	Start – CI(p) – EC – SIM – PP(p) – CI(p) – Finish	
SASC^{24, 25}			
	All Divisions sail the same course	Athol Bight – N3(P) – BB – SM – PP – Athol Bight –	All roundings are to starboard unless otherwise indicated - (P) is a port rounding

RSYS, SASC and RANSA divide their Friday Twilight fleets into divisions (a mixture of boat type and speed). SASC and RANSA starts are fleet starts for each division which means that yachts in a division start at the same time while RSYS uses a pursuit or handicap start system which means that all yachts start at different times according to their handicap. The start times for all yachts racing for RSYS, RANSA

²⁰ See also <https://cdn.revolutionise.com.au/site/9rkcfbms5ofqnbxbx.pdf>

²¹ Annexure G contains a map of the Friday twilight courses for RSYS, RANSA and SASC for 2024/2025

²² https://sailsysprod.blob.core.windows.net/attachments/20242025SeasonProgramSailingInstructionsFRIFinal_042235.pdf

²³ <https://cdn.revolutionise.com.au/site/re3lpjttx1fflyr.pdf>

²⁴ <https://sasc.com.au/sailing/#SailingProgram>

²⁵ The SASC 2024 – 2025 Season, section on Friday Twilights states at paragraph 3 (page 28) that “The start and finish line will be between the course flag mast on the committee boat and an orange inflatable buoy marked SASC in black.” The start for the SASC Friday Twilight races is at Athol Bay

& SASC Friday Twilight Races on 6 December 2024 are attached as Annexure H. The start times are designed around having the races completed prior to sunset (so that the minimum equipment requirement is Cat 7).

The relevant Friday Twilight courses for RSYS²⁶, SASC and RANSA round Beashel Buoy to starboard. 56 yachts from these three sailing clubs were rounding this mark on 6 December 2024.

Division 1 of the RSYS and RANSA Friday twilight fleets sail to Lady Bay from N3 often crossing the yachts who are rounding the Beashel Buoy. In certain wind conditions, yachts from MHYC are also rounding the Lady Bay Mark, typically sailing from the North Harbour.

Except for RSYS Division 4 yachts, all yachts from RANSA, SASC and RSYS Divisions 1-3 then head to Shark Island (SIM, SM) after rounding either Beashel Buoy, Lady Bay, Obelisk or the Eastern Channel marks.

Submissions

Australian Sailing sent letters to relevant sailing clubs on Sydney Harbour and all skippers and boat owners sailing in the RSYS, RANSA, SASC and CYCA races on 6 December 2024 advising them of the Inquiry and inviting them to make submissions to the Inquiry. The Chair of the Panel also contacted a number of the Commodores of the relevant Sailing Clubs.

The Panel has received over 35 submissions and a number of enquiries and comments directly to panel members. In addition, the Panel has interviewed several people in relation to the Incident and sailing on Sydney Harbour and followed up parties with specific questions.

The Panel was very impressed with the thoughtful, sensitive and considered way in which the submissions have been drafted, the issues raised and suggested recommendations and extends a thank you to everyone who has contributed to lodging a submission with the Panel or raised issues directly.

The Panel has taken the view not to list the submissions or name the parties who have made submissions or who have met with the Panel for confidentiality reasons. For reference purposes, each submission noted in this report has been specifically assigned a unique number.

Issues raised in submissions²⁷

This section has been organised by reference to the areas in the TOR that the Inquiry is directed to review.

Administrative procedures, race documentation, administration documentation, organisation and conduct of the races

Yacht racing is conducted under documentation developed and provided by the relevant sailing club and generally includes a Notice of Race and Sailing Instructions for specific races, sailing series and regattas and are drafted to incorporate the legislative and compliance framework set out below. Clubs typically

²⁶ There were 12 yachts in Division 3 of the RSYS Friday Twilight Race racing on 6 December 2024
²⁷ Note that the Terms of Reference sets out the areas for the Inquiry to review

have this documentation on their websites or in their season handbook and use templates provided by World Sailing and Australian Sailing.

A common theme from many submissions²⁸ is the need to strengthen co-ordination between sailing clubs on Sydney Harbour to reduce, amongst other things, conflicts in race scheduling, course overlaps, fleet start times, congestion and facilitating the sharing of resources.

There were several submissions about the timing and competing courses for the Friday Twilight Races held by RSYS, RANSA and SASC and the two races conducted by the CYCA on 6 December 2024; the Night Race which is part of the CYCA Short Haul Series (which was meant to start at 1830) and the Cabbage Tree Island Race (the last race in the CYCA Bluewater Pointscore Series before the 2024 Sydney Hobart Race which was scheduled to start in the vicinity of Point Piper at 1900). A start line was laid by the CYCA in the vicinity of the courses of the Friday Twilight races of RSYS, RANSA and SASC, creating the possibility of conflict between;

- a. Yachts racing in the RSYS, RANSA and SASC twilight races and about 70 yachts waiting to start the CYCA races; and
- b. After the start, of yachts on the Cabbage Tree Island Race and yachts heading west towards the city.²⁹

The Panel has been advised that the sailing committee of the CYCA has agreed to move the start time of the Cabbage Tree Island Race to 1700 from the next sailing season.

Another example of a scheduling conflict that was raised is that when the 18ft Skiff's sail on Fridays, for example on 31 January 2025, they were sailing a west/east course near Bradleys Head to Rose Bay while the twilight fleets were sailing south/north³⁰.

Suggestions from the many submissions on this topic included:

- a. Australian Sailing to facilitate annual planning meetings and quarterly update meetings so that there is better co-ordination between clubs when scheduling racing, both regular season activities and one off/large regatta's, minimising the overlap of different fleets where possible;
- b. A formal Sydney Harbour Committee be established between sailing clubs (including the dinghy and off-the-beach Clubs with an appointed representative from each club to approve:
 - NoR's/SI's;
 - allocation of communication channels;
 - Review of courses and align race schedules to determine where there are overlapping fleets and potential congestion around shared marks;
 - Standardise division assignments and fleet sizes across clubs to minimise congestion;
 - Review incidents and protests;
 - Introduce mandatory mid-season reviews to assess the effectiveness of these measures;
 - Introduce rules around the use of robotic buoys to reduce interference with other races;
 - Co-ordinate consistent skipper briefings to ensure that all participants are clearly informed of the agreed emergency procedures to follow in the event of an incident.
- c. Australian Sailing to implement a common digital platform for all sailing clubs to communicate with each other on changes to racing schedules, courses etc;
- d. Pre-race boundaries for races like Cabbage Tree to prevent the larger yachts from interacting with other fleets;

²⁸ Submissions 10, 11, 16, 17, 22, 23, 28, 33, 34

²⁹ Submission 20

³⁰ Submission 19

- e. Move the start line for the CYCA Blue Water Pointscore Races to Watsons Bay. On these race days, clubs that would normally use marks between South Head and Sow & Pigs Reef would use an alternate course that keeps them south of Sow & Pigs to separate the fleets;
- f. If the BWPS race start remains unchanged, all clubs that conduct races at the same time should have provisions in their SI's to shorten their courses at Shark Island to avoid the BWPS race starts;
- g. All sailing clubs rely on races being conducted by accredited race officers (whether employees or volunteers). However, the removal of the Australian Sailing Club Race Officer level (the lowest level now being Regional Race Officer) has significantly reduced the number of accredited personnel available to manage racing. It is suggested that Australian Sailing consider re-introducing the Club Race Officer level.

The Panel acknowledges the thoughtfulness of a number of these ideas and has included some of them in its recommendations.

The Panel also notes that many clubs on Sydney Harbour, notably the major yacht clubs have been meeting annually for some time prior to finalising their sailing season programs and notifying each other of major series and regattas to reduce event clashes. More recently, Australian Sailing's General Manager NSW & ACT has been involved in these meetings. The Panel understands that Australian Sailing will now lead a third step to involve all the dinghy/ on the beach clubs operating on Sydney Harbour, helping to further co-ordinate the planning and co-ordination of on-water activities on Sydney Harbour. The Panel also notes that there has been a series of meetings held between clubs this year who use the naval buoys as rounding marks to discuss the use of the Naval Marks N2 and N3, particularly to resolve the conflicting roundings of these marks at the same time. The Panel commends these initiatives and encourages the formation of increased co-ordination between clubs, for example, the creation of a Sydney Harbour Sailing Club Committee, with consideration of the agenda to include the issues raised above.

Risk assessment

Sailing clubs need to be aware of the risk and potential injury or harm to people as a result of the activities that the clubs and their members undertake. Several submissions commented that:

- a. Risk assessments should be carried out on all courses;
- b. Inadequate risk assessments often underestimate the likelihood and severity of collisions;
- c. Revise risk assessment frameworks to reflect realistic risk scenarios.

Australian Sailing³¹ recommend that sailing clubs develop a risk awareness and risk management plan. In general, the main risks that clubs need to be aware of are risks associated with harm or injury to people and property. Under the law, clubs have a duty of care to members, competitors, spectators, coaches, instructors, officials, volunteers and the general public. This duty of care extends from not just the club and its surrounds but also the operations of the club. For example, in planning a sailing event on the water, best practice risk management involves developing a risk management plan.

Australian Sailing provide a self assessment tool to enable clubs to check in on their approach to managing safety and risk³² and provide several resources to enable clubs to develop appropriate risk management plans³³.

The Panel also noted that paragraph 4 of the Exemption Order requires that:

"The Organiser must prepare an Operational Plan and Risk Assessment. The Organiser must

³¹ <https://www.sailingresources.org.au/safety/>

³² <https://www.sailingresources.org.au/safety/risk-management>

³³ <https://www.sailingresources.org.au/safety/risk-management>, submission 34

review and update the Operational Plan and Risk Assessment at least once every 12 months. Evidence of such documentation must be produced to an Authorised Officer on request."

A review of several Sydney Harbour sailing clubs shows that they have developed risk registers and risk management plans. These should be reviewed annually and updated to reflect any new risks.

If established in line with the Panel's recommendation above, the Sydney Harbour Sailing Club Committee should share each club's risk assessment outcomes and share learnings from these risk assessments. This would allow Sailing Clubs to learn from each other in refreshing and updating their risk assessments with the aim of promoting greater consistency in risk assessments across Sailing Clubs on Sydney Harbour.

Emergency management procedures

Several sailing clubs provide members and yachts sailing in their races with emergency management protocols. Examples of the emergency management protocols from RSY, the CYCA and SASC are attached as Annexure I. Several submissions have suggested that there should be consistent emergency response protocols between all clubs that sail in east Sydney Harbour, with the same contact details for emergency services, drop off points to meet emergency services and communications with clubs and a requirement that all yachts who compete in sailing races have the emergency management protocols clearly displayed and easily accessed.

There should also be an enhanced focus by clubs to enforce safety procedures during racing i.e. skippers should be encouraged to hold a safety briefing prior to each race with their crew, particularly if there are new crew members (i.e. to watch out for the boom, location of first aid kit, emergency management protocols, location of life jackets etc).

All yachts racing in any race should nominate one or more of their crew members to be a lookout person³⁴, particularly around marks, who call the existence of yachts who could be on a collision course or ferries, tugboats, cruise ships and tankers – for example the suggestion from one submission was that *"Yachts should be encouraged to have a designated crew member acting as a lookout when rounding marks using a clock configuration to call other yachts."*³⁵

The Panel agrees with the many submissions suggesting greater consistency between Sailing Clubs in relation to emergency management procedures on Sydney Harbour.

Emergency services response

As soon as the Incident occurred, members of the Crew on both Pendragon and Delinquent and crew on surrounding yachts called Triple 000, Marine Rescue NSW on VHF Channel 16, the start boats from RANSA and SASC, TfNSW, the Maritime Duty Officer, NSW Police Marine Area Command and the CEO of the CYCA.

The Panel understands that the crew on both yachts had difficulty explaining to Triple 000 their exact location on Sydney Harbour and were asked to download an App³⁶ so that they could provide the co-ordinates of their location to Triple 000. In addition, while Triple 000, the Sydney Water Police and emergency services were aware of the Incident shortly after it occurred, that was not immediately communicated to the relevant yachts.

³⁴ This would follow COLREGS Rule 5 which requires that boats keep a proper lookout.

³⁵ Submission 9

³⁶ The Panel understands that this App is either the "What3words App" or the "Emergency Plus App".

The CEO of the CYCA enacted the CYCA emergency services management plan and CYCA staff coordinated the communications with the police and ambulance services and coordinated the two yachts to proceed by motor to the CYCA marina at Rushcutters Bay.

To facilitate yachts being able to give their location to emergency services, the Panel recommends that skippers should be required to have either the Emergency Plus App or Marine Rescue NSW App downloaded on their mobile phones. Both of these Apps provide a yacht's latitude and longitude coordinates and the "What3Words" location³⁷.

Rules & Procedures

Sailing races are relatively safe due to a combination of well-established safety protocols, training, equipment, and oversight. Racing by sailing clubs on Sydney Harbour operate under a comprehensive range of national and international compliance and legislative obligations which have been in place for many years.

What Rules Apply in a Sailing Race in New South Wales?

The main sets of rules that govern sailing races in New South Wales are as follows:

1. Marine Safety Act 1998

In New South Wales, The Marine Safety Act 1998 (Marine Safety Act) is the source legislation for the safe operation of all vessels in New South Wales waters and applies to all vessels and all owners, masters, crew and passengers of those vessels.

2. The Racing Rules of Sailing (RRS):

These are international rules published by World Sailing (formerly ISAF), and adopted in Australia by Australian Sailing. They set out how races are conducted and how boats must behave during a race. The relevant RRS that applies to the Incident are the 2021-2024³⁸ edition of the RRS.

3. The International Regulations for Preventing Collisions at Sea (COLREGS):

The COLREGS are the general "rules of the road" for all vessels at sea, published by the International Maritime Organization. They include give way rules and other requirements for safe conduct and have been adopted worldwide as the rules of the road afloat. In Australia, they have been incorporated with modifications to take into account local conditions into state and federal legislation and regulations.

How These Rules Work Together in New South Wales

Under section 18 of the Marine Safety Act, A person must not conduct an aquatic activity unless the person:

- (a) holds an aquatic licence³⁹ for the aquatic activity, and

³⁷ What3Words is a geolocation system that divides the entire world into a grid of 3m x 3m squares, each identified by a unique combination of three dictionary words (e.g., apple.truck.chair). It's designed to provide a simple, human-friendly way to specify precise locations, particularly to emergency services and especially in areas without formal street addresses like waterways.

³⁸ Note that new racing rules came into effect on 1 January 2025, the Racing Rules of Sailing 2025-2028

³⁹ An aquatic licence is required in NSW for any activity (including a race, competition or exhibition) that restricts the availability of waterways for normal public use

- (b) conducts the aquatic activity in accordance with the conditions of the licence.

Under the various administrative provisions of the Marine Safety Act and the Marine Safety Regulations, TfNSW has issued an Exemption Order effective from 6 February 2023⁴⁰ (Exemption Order), under which:

- (a) the Organiser of a Sailing Event⁴¹ is not required to hold an aquatic licence; and
- (b) the operator of any vessel participating in a Sailing Event is exempt from compliance with rule 12 of COLREGS relating to the “give way” rules applicable to sailing vessels, but only insofar as between vessels taking part in the Sailing Event. The exemption from rule 12 does not apply if there is a risk of collision between a participant in the Sailing Event and a passing non-participant vessel.

The Exemption Order lists 23 general conditions and 3 Sydney Harbour specific conditions with which the organiser of the Sailing Event and participants in the Sailing Event must comply.

General Condition 7 of the Exemption Order specifies that:

The Sailing Event must be conducted under World Sailing Racing Rules or Australian Sailing Annexes to World Sailing Racing Rules.

Accordingly, the hierarchy of the rules applicable to racing a yacht in an organised race on Sydney Harbour are:

1. Marine Safety Act, specifically Section 13.
2. Marine Safety Regulations.
3. COLREGS (except Rule 12 – give way between sailing yachts). It is important to note that all other COLREGS rules apply, including Rule 5.
4. Other General Conditions in the Exemption Order, specifically the 3 Sydney Harbour specific conditions.
5. The 2025-2028 Racing Rules of Sailing (RRS) of World Sailing, and the Prescriptions of Australian Sailing

The relevant RRS operating at the time of the Incident were RRS 2021 – 2024 and as both yachts were racing the RRS applies and not COLREGS Rule 12.

How the rules operate for yachts on Sydney Harbour:

a. Between Racing Boats:

The **RRS apply**. COLREGS Rule 12 does **not apply** between boats that are racing if the Aquatic Licence specifies the use of the RRS (which is standard practice) and were the rules under which RANSA and SASC conducted their Friday Twilight Races.

⁴⁰

⁴¹

<https://www.nsw.gov.au/sites/default/files/2021-06/sailing-event-notification-system-exemption.pdf>

Sailing Event means “an organised aquatic activity the subject of this Order, involving sailing vessels (primarily propelled by wind) including sailboards or kiteboards, and where a notification has been sent to TfNSW under General Condition 9 of this Order and for which TfNSW has not subsequently advised that the Order should not apply. The Sailing Event includes the event itself but also includes any associated preparation, training and finalisation activities that take place immediately before and after the event”.

b. **Between Racing and Non-Racing Boats:**

The **COLREGS, including Rule 12, continue to apply**. This means racing boats must still follow general maritime rules when interacting with other vessels that are not racing.

Key Points from the RRS

a. **RRS Part 2 (When Boats Meet):**

- These rules apply to boats that are racing, intend to race, or have just finished racing, in or near the race area.
- Non-racing boats aren't penalised under these rules (except in limited cases).
- When a racing boat encounters a non-racing vessel, it must follow the COLREGS, including Rule 12.

b. **Marine Safety Laws:**

- The Marine Safety Act and Regulations in NSW make it an offence to breach the COLREGS unless a special rule (like the Exemption Order) says otherwise.
- Special rules allow racing boats to use the RRS between themselves, instead of the COLREGS.

Why COLREGS Rule 12 Doesn't Apply Between Racing Boats

A key New South Wales rule⁴² says that when boats are racing under the Exemption Order, COLREGS Rule 12 does not apply between them. However, the COLREGS, including Rule 12, always applies between a racing boat and any non-racing vessel.

Rules of Racing (RRS 2021–2024)

Paragraphs 3 and 4 of the RRS state that:

- **Decision to Race:**
Each boat is responsible for deciding whether to race or continue racing.
- **Acceptance of the Rules:**
By entering a race, competitors, boat owners, and support persons agree to:
 - Follow the rules,
 - Accept penalties and decisions made under the rules,
 - Avoid taking disputes to court (the race's rules handle disputes),
 - Ensure everyone involved with their boat knows the rules.

In Summary:

- Racing boats follow the Racing Rules of Sailing between themselves.
- Racing boats must follow the COLREGS, including Rule 12, when interacting with non-racing vessels.
- All participants agree to these rules when they enter a race.

The table below sets out a summary of the hierarchy of this compliance framework.

⁴² Paragraph 8, Schedule 1 of the Exemption Order

Compliance Obligations

Compliance obligation	Developed by	Obligations for	Comments	Link
International Regulations for Preventing Collisions at Sea (IRPCAS/COLREGS)	International Maritime Organisation (IMO)	Skippers responsible for the safety of all waterway users		https://www.imo.org/en/About/Conventions/Pages/COLREG.aspx
Australian Treaty Series No.5	Australian Government			
Marine Safety Act 1998 (NSW) – (in particular s18 Regulation of organised aquatic activities in navigable waters) The Maritime Safety ACT (NSW), 1998 governs the safe operation of vessels in ports and waterways.	TfNSW, NSW Government	Sailing Clubs	<p>Amendments to the Act and Regulations named above came into operation on 30 March 2009.</p> <p>Under the Marine Safety Act 1998 section 10(1) the International Regulations for Preventing Collisions at Sea, (the Col Regs) apply at sea and to all NSW navigable waters. Under section 10(3) of the Act it is an offence to fail to comply with the Col Regs. The Act section 10(2) also specifies an important power of the Government to enact special rules attaching to the Col Regs. These contain important rules for sailing vessels and racing yachts.</p> <p>The text of the Col Regs and NSW Special Rules are adopted by Regulation 5 and are set out in Schedule 2 of the Regulations.</p>	https://legislation.nsw.gov.au/view/html/inforce/current/act-1998-121#statusinformation
Marine Safety Regulation 2016 (NSW), in particular Div 3 Aquatic Licences	TfNSW, NSW Government	Sailing Clubs	<p>NSW Special Rule paragraph (2) to COLREG 2 is a new rule and of particular importance. Provided the yachts are racing pursuant to the provisions of the 1 Exemption Order, the COLREGS do not apply between the racing yachts.</p> <p>The COLREGS continue to apply between a racing yacht and any vessel that is not racing.</p>	https://legislation.nsw.gov.au/view/html/inforce/current/sl-2016-0308
Marine Safety Regulation 2016 Exemption Order dated 6 February 2023 (Exemption Order)	TfNSW, NSW Government	Sailing Clubs	The object of this Exemption Order is to reduce administrative burden of event organisers by enabling low risk aquatic activities to take place without an Aquatic Licence.	https://www.nsw.gov.au/sites/default/files/2021-06/sailing-event-notification-system-exemption.pdf

Compliance obligation	Developed by	Obligations for	Comments	Link
Racing Rules of Sailing (RRS)	World Sailing and AS	Sailing Clubs, Race Committee, Boat owners, Skippers, Crew		https://d7qh6ksdplczd.cloudfront.net/sailing/wp-content/uploads/2024/12/23114336/2025-2028-RRS-with-Changes-and-Corrections.pdf https://cdn.revolutionise.com.au/site/cwjr7itgg8xvutt.pdf
AS Special [Safety] Regulations The Australian Sailing Special Regulations are detailed rules that govern safety standards for racing.	AS	Race Committee, Boat owners, Skippers, Crew		https://cdn.revolutionise.com.au/site/evqtudt8ybhq1fmw.pdf
Race Instructions (NOR & SIs)	Sailing Clubs	Boat Owners, Skippers & crew		These are developed by sailing clubs following a standard format in RRS – see Annexures C, D and E for the SIs for RSYs, RANSA and SASC

Each club issues race-specific instructions tailored to their local conditions and operational requirements for races. These must also align with relevant federal and state legislation, the RRS and the AS Special Regulations (Race Documentation).

The Panel agrees with the general view of many submissions, that this compliance and legislative framework works well to regulate boating and racing. There were a few submissions⁴³ who raised the issue of enforcement of the lookout rule from COLREGS Rule 5. While this rule is implicit in the application of Part 2 of the RRS, particularly Rule 14, the Panel believes that there should be explicit clarification in relation to the applicability of COLREGS Rule 5 and accordingly request that Australian Sailing work with TfNSW to incorporate this rule into the NSW Maritime Safety Regulations.

The Panel notes that it received no evidence that proper lookout was not maintained on *Pendragon* or *Delinquent* in the lead up to the incident.

In addition, as set out in this report, there are some areas that need addressing, including enhanced co-ordination between clubs and mandatory learning programs to upskill skippers and crew of their obligations and knowledge of the rules.

Training and Education

Many submissions raised issues about insufficient knowledge of the Racing Rules of Sailing by skippers and crew, particularly;

- the fundamental rules in Part 1 of the RRS relating to skippers responsibilities;
- the rules in Part 2 of the RRS, “When Boats Meet” that deal with right of way (port v starboard, windward v leeward);
- Part 2, Section C of the RRS – Marks and Restrictions (buoy room);

⁴³ Submission 9

- general limitations, including avoiding a collision; and
- COLREGS Rule 5 (keeping a lookout) and the TfNSW regulations that require that boats keep a safe distance from ships/commercial vessels.

These submissions requested that consideration be given to promoting the importance of continuing education for skippers and crew and mandatory rules training courses, enforcement by sailing clubs of the pre-season skipper briefings and licensing of skippers, and using this education to use the rules to prevent incidents rather than win races to improve fleet safety and compete in compliance with recognised principles of sportsmanship and fair play⁴⁴.

Most clubs hold mandatory skipper briefings prior to each sailing season and rules nights, including RSYS, RANSA, SASC and the CYCA. However, there is a view that they could be improved by being more interactive with guest speakers from regulators i.e. TfNSW, Australian Sailing, protest judges and other users of Australian Waterways such as the Navy and skippers of large commercial vessels and have more practical application. For example, introducing a “practical application of the racing rules for club racing⁴⁵” certification, in the form of a short course & (adult learning) exam.

There were also some useful suggestions that Australian Sailing develop an interactive online course on the rules on their website and that all skippers and their crew be encouraged to do the course.

The Panel agrees with the submissions that each sailing club should:

- enforce their mandatory skipper briefings prior to the commencement of each sailing season and use these mandatory briefings to clearly reinforce that the skipper holds ultimate responsibility for the safety of their crew, the safe operation of their vessel, appropriate emergency response in case of emergency and for ensuring the safety of all competitors and waterway users. The briefings are also used to communicate rules changes and briefings from emergency services, waterways managers and skippers of large ships; and
- hold annual briefings on the Rules and strongly encourage their members who race to attend.

In addition, Australian Sailing should develop an interactive online rules module/course for members and sailing clubs should encourage their members to undertake such a module/course.

By mandating and consistently delivering these briefings, sailing clubs help ensure a safer, more informed, and more accountable sailing environment.

Boats or Equipment

Most twilight races on Sydney Harbour are designated by clubs to be Category 7⁴⁶ races. The Category 7 standards are designed for short races in sheltered waters during daylight hours. Twilight racing can occur in low-light or fading light conditions. There were submissions⁴⁷ that raised the limitations of Category 7 for twilight races. These limitations include inadequate rules to meet the specific risks of Twilight races. For example, unless clubs specifically override this rule, Category 7 does not require yachts to carry a VHF radio. Accordingly, many yachts sailing in twilight races do not carry VHF radios or if they do carry them, turn them off or the volume down after they have started a race. This presents several issues if there is a serious incident. For yachts that carry VHF radios, they are generally kept up on deck near the skipper while mobile phones are either in a pocket or in the cabin. In an emergency, particularly where there is a serious injury or a yacht has been seriously damaged, it may be quicker to

⁴⁴ RRS Rule 2. Fair Sailing: “A boat and her owner shall compete in compliance with recognised principles of sportsmanship and fair play. A boat maybe penalized under this rule only if it is clearly established that these principles have been violated. The penalty shall be a disqualification that is not excludable.”

⁴⁵ Submission 16

⁴⁶ The AS Special Regulations, Part 1 for Racing Boats and Recommended for Cruising Yachts, Section 2 sets out the categories of events and required equipment. Paragraph 2.01.8 defines Category 7 as “Short races in sheletered waters in daylight hours only and with effective rescue availability.”

⁴⁷ Submission 1

make a call to VHF Channel 16 to alert Marine Rescue NSW and the relevant channel to alert the race committee on the VHF radio than to use a mobile phone and search for mobile numbers.

Several submissions and comments to members of the Panel noted that many yachts did not know of the Incident until they had returned to their respective clubhouses after finishing the race or heard the media reports and that this has caused considerable concern amongst the Sydney Harbour sailing community, particularly about whether more assistance could have been directly provided to *Pendragon* and *Delinquent*.

In addition, there were many submissions⁴⁸ recommending that there should be mandatory use of VHF radios, particularly to be able to monitor either Channel 16 emergency notifications and/or notifications from the relevant race officer and that each club should use a different frequency where there are multiple races scheduled at the same time.

The Panel notes for example, that RSYS require that all yachts sailing in RSYS races, including twilight races carry “an operating marine band VHF radio⁴⁹, ” while SASC and RANSA do not require boats to carry a VHF radio during their races.

For twilight races held on Friday evenings RANSA, RSYS and SASC use VHF Radio Channel 73. CYCA, and MYC use VHF Radio Channel 72. MHYC use VHF Radio Channel 73 for its Sailing Office and VHF Radio Channel 72 for race management.

The Panel believes that Category 7 should be reviewed by Australian Sailing for its suitability for twilight races and that this review include consideration as to whether Category 7 be amended to include VHF radios or whether sailing clubs should require their competitors in Category 7 races carry a VHF radio.

Marks

There was a lot of commentary and suggestions in the submissions about the use of shared marks, including AS Marks, islands, naval marks, cardinal and navigation marks.

AS Marks

A number of submissions⁵⁰ commented that the shared use of AS Marks generally works well. “*In some instances, clubs located in the northern part of the harbour may use NP, CBS, CBN, EC, BB, OB or LB as their southernmost rounding mark at the same time clubs located in the central or southern part of the harbour may use the same mark/s as their northern-most rounding mark*”⁵¹. As has been pointed out elsewhere, AS Marks on Sydney Harbour are designated as starboard hand roundings. However, “*There have been occasions when clubs unfamiliar with these marks (mostly dinghy/off the beach clubs) have used them as port hand rounding marks and this has created some dangerous interactions between keelboats and small craft*”⁵².

Beashel Buoy

Of particular concern is the congestion at the Beashel Buoy and then at Shark Island during Friday Twilight races given the large number of yachts competing in those races. Four clubs, RSYS, RANSA, SASC and MYC use the Beashel Buoy (as a starboard hand rounding) for Friday Twilights with three fleets approaching this mark from the south, rounding the mark and then heading southeast towards Shark Island and one fleet approaching this mark from the north, rounding the mark and heading north

⁴⁸ Submissions 10
⁴⁹ RSYS 2024 – 2025 Sailing Season NoR, paragraph 3
⁵⁰ Submissions 28 and 34
⁵¹ Submission 34
⁵² Submission 34

with no separation between north bound yachts and southbound yachts or yachts (RSYS Division 1 and RANSA Division 1) heading to the Lady Bay or Eastern Channel marks.

Beashel Buoy - Offset Marks

Several submissions⁵³ suggested that to reduce the congestion at the Beashel Buoy, an offset mark should be included in the courses for yachts rounding Beashel Buoy on Friday twilight races and then heading to Shark Island, and that an appropriate offset mark should be the Eastern Channel Mark. This would mean that after rounding Beashel Buoy, the relevant RSYS, RANSA and SASC yachts, instead of turning south to head towards Shark Island, would have to sail further east to the Eastern Channel mark and round that mark to starboard before turning south to head towards Shark Island. This would separate the yachts approaching Beashel Buoy from those returning back up the harbour which would reduce congestion at this mark and may make rounding it much safer. There was an interesting comparison to the Manly East mark used as an offset mark rounding to remove congestion at the Manly West mark.

Lady Bay Mark

There was useful discussion about the impact on the yachts sailing to the Lady Bay mark and whether this fleet should be either held east of the Eastern Wedding Cake for separation from the yachts rounding the Beashel Buoy or requiring clubs using the Lady Bay Mark to leave Sow & Pigs Reef to starboard (sail on the western side) when approaching the Lady Bay Mark. Both of these suggestions may assist with separation from other fleets using the Beashel Bouy and Eastern Channel marks as starboard marks.

Shark Island

There was as much commentary⁵⁴ about the congestion at the Shark Island Mark during Friday Twilights as there was about the congestion at the Beashel Buoy. This is because, except for RSYS Division 4 yachts, all yachts competing in the RSYS, RANSA and SASC Friday Twilight races head to Shark Island after rounding either Beashel Buoy, Lady Bay Mark, Obelisk Mark or Eastern Channel Mark and round the Shark Island Mark to starboard before heading to their respective finish lines. The complicating factor here is that after rounding the Shark Island Mark, the three fleets head in different directions;

- a. the RSYS fleet heads northwest to the finish line at Kirribilli;
- b. the RANSA fleet heads southwest to the finish line at Rushcutters Bay; and
- c. the SASC fleet heads southwest to the Point Piper mark, rounding it to starboard and then heading to the finishing line at Athol Bay.

This often causes congestion with yachts crossing each other depending on where they are next heading.

There was a range of views about this congestion and how to address it including:

- a. AS laying an additional mark to the east of Shark Island for RANSA and SASC yachts to round instead of rounding the Shark Island Mark while leaving the Shark Island Mark for RSYS yachts to round;
- b. maintain a single mark at Shark Island as adding a second mark won't reduce congestion and will only cause more erratic changes of course (and the potential for more incidents) when yachts try to avoid one another to get to a different mark;
- c. it should be clear to all competitors (and all clubs) where they are going next when approaching the Shark Island Mark as all yachts should be flying their respective club flags;
- d. Enforce rules around flying of club flags so that you can get some indication of the direction of a yachts next mark and possible course;

⁵³ Submissions 4, 9, 14, 16, 18, 19

⁵⁴ Submissions 15, 28

- e. There is enough distance and time for yachts to navigate to their next (different) marks after they round this mark.

Starboard v port rounding of AS marks on Sydney Harbour

There was substantial commentary⁵⁵ about the fact that all AS Marks on Sydney Harbour are generally starboard hand roundings and whether this should be changed so that they are all rounded to port hand roundings, confirmed as starboard hand roundings or to maintain consistency of them always being starboard hand roundings for all AS Marks. For example, one submission suggested that *“there is a lot of complexity and safety implications of requiring starboard roundings for fixed marks, which inherently impose higher task loads and complicate navigation for boats on both port and starboard tack. Race organisation and navigation should be simplified by mandating port roundings for fixed Australian Sailing Marks.”*⁵⁶

Another submission⁵⁷ recommended that:

“While all keelboat clubs specify rounding all AS Marks to starboard, it would be helpful if there were a couple of port rounding marks in selected locations:

- a. *A port rounding mark 200m E or NE of Clarke Island (alternatively 200m WNW of Point Piper) would enable boats approaching from Athol, Mosman and Neutral Bays to make a left turn into the north-easterly that commonly blows down from North Harbour.*



- b. *A port rounding mark adjacent to the Eastern Channel 200m E of Sow & Pigs Reef (or alternatively in Camp Cove) would provide the potential for courses that encourage fleets to sail in the eastern part of the harbour in this section, away from the busy Western Channel.”*



⁵⁵ Submissions 12, 13, 14, 16

⁵⁶ Submission 10

⁵⁷ Submission 34

Opposite rounding of marks

There were several concerns raised about the opposite rounding of marks by some clubs, ie rounding a mark to port when other clubs require the rounding to starboard, with suggestions that protocols be introduced to ensure that marks are never rounded in opposite directions at the same time.

Cardinal/Navigation Marks

There were observations⁵⁸ that as TfNSW have made it clear that they do not approve of Navigation Marks being used as marks of a yacht racing course, they need to enforce the rules that cardinal marks are not rounding marks (i.e. Sow & Pigs Reef) with penalties for the offending clubs. Clubs calling them a “passing mark” when there is clearly a significant change of course is unsafe. For example, MHYC have recently removed the Sow & Pigs Reef from its course descriptions. This was previously used to encourage fleets to sail in the eastern part of the harbour in this section, away from the busy Western Channel. A suggestion was made that Australian Sailing should add a designated port rounding AS Mark in this location.

AS Marks

Other issues in relation to AS Marks were raised⁵⁹ as follows:

- a. Many clubs on Sydney Harbour use AS Marks as rounding marks. AS Marks are owned and managed by AS. However, TfNSW does not officially recognise them. Several submissions commented that AS Marks should be marked on official charts and lit at night;
- b. Nielsen Park mark – It was noted that this mark is too close to shore which causes a wind shadow at low tide and depth issues. The recent addition of a TfNSW 24-hour public mooring now makes rounding more difficult. The Panel notes that Australian Sailing has agreed to relocate this mark away from the wind shadow and TfNSW buoy;
- c. Rose Bay mark – this mark is regularly affected by congestion from non-racing vessels anchoring in nor’easters and sou’easterlies. This mark should be relocated further southwest to avoid interference from anchored boats and improve racecourse flow.

Harbour Islands

A number of clubs designate islands in the Harbour as rounding marks including Fort Denison and Clark Island. The only Harbour Island where *“there is any issue is Fort Denison. Being a Traffic Separator, our boats are required to round Fort Denison to port (so that they are keeping to the right side of the channel). We are aware that some other clubs continue rounding Fort Denison to Starboard.”*⁶⁰

Naval marks

As set out above, the Panel also notes that there has been a series of meetings held between clubs this year who use the naval buoys as rounding marks to discuss the use of the Naval Marks N2 and N3, particularly to resolve the conflicting roundings of these marks at the same time. The Panel also notes that RSYs changed its Friday Twilight course for the 2024-2025 season to go around N3 instead of N2 to remove its fleet from the RANSA start line.

⁵⁸ Submissions 34

⁵⁹ Submissions 28

⁶⁰ Submission 34

As a result of the large number of submissions that raised issues and recommendations relating to how marks, buoys and islands are used by Sailing Clubs, the Panel believes that Australian Sailing should establish a working group with Sailing Clubs and TfNSW to conduct a review of AS Marks on Sydney Harbour including whether they are currently fit for purpose, in the right location, rounding direction, need for additional marks and/or offset marks to Beashel Buoy and Shark Island and that some of the other issues discussed above could be considered by the Sydney Harbour Sailing Club Committee.

Other relevant matters

Alcohol consumption

As Friday night twilight sailing is both a competitive and social event, the consumption of alcohol was raised in several submissions. The Panel has noted earlier that alcohol was not a contributing factor in this Incident. There were submissions⁶¹ that suggested that alcohol should be banned before and during racing, particularly to improve situational awareness.

Under NSW legislation⁶², driving a vessel under the influence of alcohol or drugs over the prescribed limits is an offence. The Blood Alcohol Concentration Limits in NSW for recreational vessels are 0.00 for those aged under 18 and 0.05 for those aged 18 and over. Police regularly monitor NSW waterways and can stop vessels for random breath testing (RBT) and random drug testing (RDT).

The NSW Government recommends⁶³ that:

“passengers also stay under the legal limit. Studies show that passengers are just as likely as drivers to be involved in incidents – such as falling overboard – as a result of drinking alcohol. Passengers may also need to respond quickly in a collision, or if the vessel capsizes or is swamped.

When you're on the water, alcohol can affect your coordination, judgement, vision, reaction time and balance more than when you're on land. Waves, motion, vibration, engine noise, weather, wind and spray can all multiply the effects of alcohol.

If you end up in the water, you're more likely to drown if you've been drinking alcohol.”

The Panel notes that as skippers in sailing races are required to adhere to NSW blood alcohol concentration limits for waterways, it is unnecessary to ban the consumption of alcohol before and during a sailing race.

Unaffiliated clubs

The presence of clubs racing on Sydney Harbour that are neither affiliated with AS or fail to complete the necessary notifications to TfNSW, raises questions regarding the applicability of the RRS versus COLREGS, emergency response protocols, safety standards and insurance coverage. There were several recommendations⁶⁴ that there should be clearer guidelines and requirements established for unaffiliated clubs racing on Sydney Harbour, ensuring clarity in rule applicability, safety standards, training, emergency response protocols and interaction with other races.

⁶¹ Submissions 1, 10, 18

⁶² Sections 22 and 24, Marine Safety Act, 1998

⁶³ <https://www.nsw.gov.au/driving-boating-and-transport/waterways-safety-and-rules/rules/alcohol-limits>

⁶⁴ Submissions 12, 28

The Panel believes that these guidelines could be developed by the Sydney Harbour Sailing Club Committee and Australian Sailing.

Crew emergency contact details/mandatory club membership/SailPass

The issue about the requirements for boat owners and/or skippers having the contact details (including emergency contact details) of crew members has been raised in some submissions and directly to the Panel⁶⁵. There are inconsistencies about the requirements for registering crew contact details or AS membership requirements and clubs have different requirements for crew registration depending on the category of the race and membership. For example, some clubs only require the skipper to advise the race committee of the number of persons on board for Category 7 races rather than registering all crew either through the AS SailPass System, the SailSys system or other systems.

Australian Sailing introduced Rule 46 in the 2021-24 Racing Rules of Sailing that requires all people participating in sailing races to be a member of a club affiliated with Australian Sailing and registered in its database from 1 January 2022. The requirement does not make any stipulation on the terms of the participant's membership, but it applies to every race held by any organising authority in Australia.

To provide for different membership options, including flexible short-term or casual memberships under any terms such as daily or for a limited period, and at any cost determined by the club including free memberships, Australian Sailing implemented the SailPass System (SailPass) to capture those participants as members of a club and have them registered in its database. Clubs were not compelled to use this particular system as many used other membership systems.

The reasons behind the introduction of rule 46 and SailPass related to both safety and insurance considerations, marketing and participant engagement. For safety considerations, the SailPass system provides personal accident insurance any member has access to, and also enables the club to capture next of kin or other personal information relevant to a safety incident or health episode.

The RSYS website states that *"SailPass is a way for people who aren't already a Member of a sailing club to be eligible to sail in RSYS races in accordance with Rule 46 of the Racing Rules of Sailing 2021 – 2024. SailPass offers a flexible, accessible and affordable introduction to sailing for people new to the sport and, importantly for SailPass holders and boat-owners alike, provides personal injury insurance cover through Australian Sailing."*

SailSys is a comprehensive integrated online race management system designed, developed and written by yachtsmen with decades of experience in major yacht racing events and administration. SailSys is not affiliated with Australian Sailing but does have a function for skippers to register their crew details.

While there is a SailPass form on the RANSA website talking about the 2022-23 season, there is no mention of crew contact details or membership requirements in the Friday Twilight Series NoR or crew contact details or membership requirements on the RANSA website in notices to competitors. There is a SailPass form on the SASC website and while there is not an explicitly published NoR for the SASC Friday Twilight Series, SASC have a season program that appears to follow what a NoR does. The program, under clause 35.3, *encourages* skippers to register their crew for a SailPass. There is no mention of crew contact details or participant membership requirements on their website in notices to competitors.

The Panel received a submission⁶⁶ which recommended that sailing clubs should provide more effective communication about the requirement for all participants in races to be an AS member by using SailPass.

⁶⁵ Submission 25

⁶⁶ Submission 25

The Panel recommends that Australian Sailing conduct a review of RRS 46 and SailPass to ascertain whether there is a more useable and consistent solution for temporary AS memberships and to review the requirements for crew emergency contact details.

Incident reporting

Several submissions⁶⁷ noted that there were inconsistencies about encouraging/mandating incident reporting and use of data to identify safety trends and recommended that the scope of incident reporting is broadened to include serious injury and near miss reporting (in line with ASMA incident reporting and World Sailing incident reporting) and that AS should explore the development of an annual survey sampling yacht racing participants to develop and produce a valuable detailed data set on safety incidents and concerns. It should be noted that a “near miss” definition needs to be carefully considered as yacht racing does entail yachts sailing closely, which is within the rules and safe when under control.

The Panel believes that if a Sydney Harbour Sailing Club Committee is established, incident reporting could be an area that this committee should review.

Point score v awards for twilight sailing

Several submissions⁶⁸ noted that the purpose of twilight sailing is to provide a more relaxed environment to introduce people to sailing and to encourage skippers and boat owners to recognise this aspect of twilight sailing rather than being an overly competitive environment. There were suggestions to have sportsman recognition awards instead of first over the line or point scores for twilight sailing.

The Panel noted that a number of sailing clubs do not have a pointscore for twilight sailing and believes that the sailing clubs are best placed to determine how sailors should be recognised.

Conclusion

The Panel was directed under the Terms of Reference to “*examine all the circumstances pertaining to the conduct of the relevant yacht races that led to the fatal collision between Pendragon and Delinquent on 6 December 2024 and more broadly, twilight series races organised by RANSA, SASC, and other clubs on Sydney Harbour.*” The Panel has conducted a comprehensive review of how twilight races, particularly on Fridays, are conducted in the main harbour including reviewing the areas that it was directed to review in the Terms of Reference. The Panel was assisted by the submissions that it received, by reviewing additional areas that were raised and by the considerable support that it has received by a number of people.

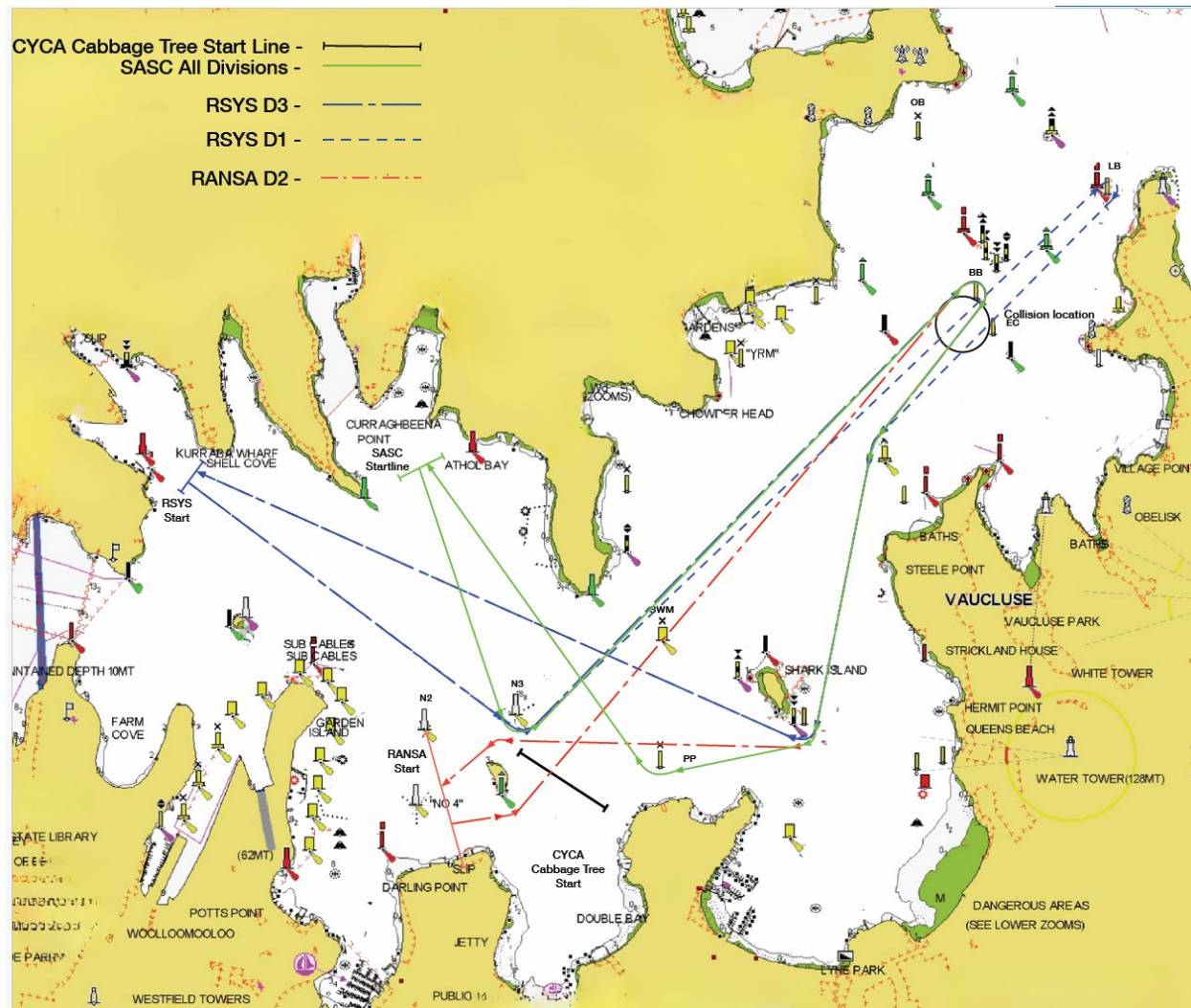
As a result, the Panel's recommendations are aimed at strengthening the organisation and management of twilight racing on Sydney Harbour, while enhancing safety and reducing the risk of serious or fatal incidents.

⁶⁷ Submissions 1, 7 and 28

⁶⁸ Submissions 15 and 18

Annexure A

Map of courses for RSYS, RANSA, SASC, Cabbage Tree Start Line and approximate site of the collision



Annexure B

Timeline of Events from RANSA⁶⁹

RANSA TIMELINE of 06 DECEMBER 2024

This timeline has been compiled from the Race Officers Timeline (07 December 2024) and includes RANSA executive actions.

RANSA Friday Twilight Race 8 – 6 DECEMBER 2024

RACE OFFICER/COXSWAIN/TIMER Roger Wragby (RW) - RANSA Sailing administrator, Australian Sailing Club Race Officer, Power boat licence, Marine Radio Operators Certificate of Proficiency

Start Boat Volunteers:

MARKS/ ANCHOR	Pritesh Bahrani RANSA MEMBER
OFFICIALS	Eloise Clarke RANSA MEMBER/House Committee
	Stuart Taylor RANSA MEMBER/DIRECTOR- from duty
	boat IDLE TIME
	Quentin Jones – from Duty Boat CIRCE 2

- 1700 Committee vessel crew assemble on wharf for introductions & briefing.
- 1715 Depart marina berth.
- 1730 On station in the entrance of Rushcutters Bay. Officials begin checking off entries.
Wind speed 07-11 knots - sea state: slight swell.
- 1740 RW called Sydney VTS on VHF Channel 13 to advise of intention to race, expected number of vessels, and aware of CYCA race starts at 1830 and 1900. Officer at VTS acknowledged.
- 1745 RW advised fleet on VHF 73 that start line set up, of intention to start on time and intention to shorten course at south of Shark Island mark so that fleet could return to the South of CYCA committee vessel and avoid CYCA offshore start.
- 1750 Race start sequence commences - 4 divisions, 5-minute intervals, 43 entrants in total.
- 1820 Up anchor and moved to Shark Island to set up finish. It was noted that the CYCA Committee vessel was at anchor east of Clark Island, and the SASC Committee vessel at the Point Piper mark for their finish.
- 1840 Anchored at finish line south side of Shark Island.
- 1845 Radio call from Pendragon advising of accident and injury. RO advised unable to help as at anchor with 40 boats approaching line – advised to call police or marine rescue. Nothing further received.
- 1850 Recorded finishers until 19.30. 41 with two retirements.
- 1930 RANSA Vice Commodore returned to marina from racing and informed there had been an accident during the race and believed there was a casualty.

Approx.

⁶⁹ From Exhibit K from the Submission dated 18 February 2025 from RANSA to the Inquiry and published with the consent of RANSA

- 1935 Telecon from Commodore to Vice Commodore to advise of a collision with fatality and being handled by CYCA and police. A decision was made to close the bar and Café and send all participants home.
During RANSA 1 return to RANSA – RW received a telephone call from RANSA Commodore Les Goodridge who had been contacted by acting CYCA Commodore David Jacobs) who advised that there had been a fatality on Pendragon and the police had declared a Crime Scene at CYCA. Les Goodridge was in Western Australia at the time.
RW called crew together, informed them of the situation and urged discretion, the need to avoid rumour and speculation.
RW advised Sydney VTS on VHF 13 that race complete and competitors returned to port. Aware of incident and police presence. VTS officer acknowledged.
- 1940 Berthed back at RANSA. RW had team tidy up committee vessel while he took charge at the Club
- 1940 Vice Commodore advised the Officer of the Day, Bar Staff and (shortly after) the café manager that the club activities were being shut down due to a serious accident during the race.
- 1945 RW advised the competitors who were back at the club awaiting results and prizegiving by Public Address system that there had been a fatality, there would be no prize giving and that they should quietly finish their food and drinks and leave.
- 2000 - RW completed results - sent to CYCA Sailing Manager who had asked for list of competitors and retirements - and remained in office answering calls and texts etc.
- 2030 Calls from various members, including one from a producer at Channel 10 news who wanted more details. RW advised that we had almost no info and referred her to the police.
- 2030- Vice Commodore Dave Giddings took charge of the venue and ensured all left the boatshed and locked up.
- 2100
- 07- 08 In the next 24-48 hours RW was in contact with the RANSA executive agreeing statements for the website, advice to members and further actions required.
- 07DEC RW contacted Maritime (Drew Jones – who had been a participant in the race) advised that RW was aware of the requirement for incident reporting but had little to add, and that the police were onsite and conducting their own enquiries.
RW was aware that the boats involved should file a protest, but felt inappropriate to insist on this owing to considerable distress of parties involved.
- 07DEC The RANSA Christmas Breakfast scheduled for the Sunday morning was cancelled out of respect. RW emailed all who had booked and advised members and caterers.

Annexure C

RSYS Sailing Instructions

Sailing Instructions

2024-25 Friday Twilight Series



Royal Sydney Yacht Squadron and Royal Prince Edward Yacht Club Combined Sydney Harbour program 17 August 2024 to 5 April 2025.

The Organising Authority (OA) is the Royal Sydney Yacht Squadron (RSYS).

The notation '(NP)' in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). '(DP)' denotes a rule for which the penalty is at the discretion of the protest committee.

1. RULES

- 1.1 All racing will be governed by the rules as defined in the Racing Rules of Sailing (RRS) of World Sailing and the Australian Sailing (AS) Special Regulations except as amended herein or in the notice of race.
- 1.2 (DP) Due to the handicap start a boat may use prohibited propulsion until four minutes prior to her starting time. A boat that uses prohibited propulsion after this time to arrive at the start line shall carry out a minimum 360 degree turn (including one tack & one gybe), keeping clear of all other boats, after ceasing to use such propulsion and before starting. This changes RRS 42.1.

2. NOTICES TO COMPETITORS

- 2.1 Notices to competitors will be placed on the official notice board underneath the RSYS Careening Cove Room stairs and posted on the RSYS website.
- 2.2 A list of entries will be available to all entrants, and copies will be placed on the RSYS official notice board and posted on the RSYS website no later than two (2) hours before the start of the event.

3. CHANGES TO CALENDAR OF EVENTS AND SAILING INSTRUCTIONS

- 3.1 The OA reserves the right to change the calendar of events and the sailing instructions. Changes will be available in writing to all entrants as per RRS 90.2.
- 3.2 Any change to the sailing instructions will be posted by 1000hrs on the day it will take effect. Any change to the schedule of races will be posted by 1800hrs on the day before it will take effect.

4. SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the RSYS club flag mast.

5. SCHEDULE OF RACES

- 5.1 Racing is scheduled as detailed in the calendar of events posted on the RSYS website.
- 5.2 The list of entries shall show each boat's scheduled starting time and division.
- 5.3 Due to changing sunset times race starting times will vary. The starting time of the limit boat will be:
 - **11 October to 1 November 2024, races 1 – 4:**
 - Divisions 1-4, no earlier than 1700 hours
 - Elliott class, 1730 hours
 - **8 November 2024 to 28 February 2025, races 5 – 19:**
 - Divisions 1-4, no earlier than 1730 hours
 - Elliott class, 1800 hours
 - **7 - 28 March, races 20 – 23:**
 - Divisions 1-4, no earlier than 1700 hours
 - Elliott class, 1730 hours
- 5.4 It is the responsibility of all boats to check their scheduled start times before each race.
- 5.5 The official time will be as per the Time and Date World Clock which can be accessed at <https://www.timeanddate.com/world-clock/australia/sydney> or as displayed on the homepages of the RSYS website.
- 5.6 The Lady Skippers Race is scheduled for 7 March 2025, and the Sailing Office is to be notified of the lady skipper's name no later than 1500 hours on Friday 7 March 2025. From four (4) minutes before a boat's start time until it finishes, a lady shall helm the boat. If the owner or the owner's representative is obliged to intervene, solely to avoid a collision, the boat must fly a protest flag at the first reasonable opportunity and report details to the race committee or the Sailing Office.

Sailing Instructions

2024-25 Friday Twilight Series



6. RACING AREA

- 6.1 Racing will be on the waters of Port Jackson (Sydney Harbour) as illustrated in the chartlet included in Appendix 3 – Harbour Marks, Buoys and Chartlet posted on the RSYS website.

7. COURSES

- 7.1 **Division 1:** Starting Line – N3(P) – LB – SM – Finishing Line. Approx. 7.5 nm.
- Division 2:** Starting Line – N3(P) – OB – SM – Finishing Line. Approx. 7.0 nm.
- Division 3:** Starting Line – N3(P) – BB – SM – Finishing Line. Approx. 6.5 nm.
- Division 4:** Starting Line – N3(P) – CBS – Finishing Line. Approx. 5.5 nm.
- Elliott class:** Races 1 – 4 Starting Line – N3(P) – SM – Finishing Line. Approx. 4.5 nm
- Races 5 – 19 Starting Line – N3(P) – NP – SM – Finishing Line. Approx. 5.5 nm
- Races 20 – 23 Starting Line – N3(P) – SM – Finishing Line. Approx. 4.5 nm
- 7.2 Boats shall proceed to all marks shown in clause 7.1 above in the order listed and leave each mark on the required side.
- 7.3 Leave all marks to STARBOARD unless the mark is suffixed (P), which indicates the mark is to be left to PORT.
- 7.4 **Shortened Course** - In the event of the course being shortened, the committee vessel will display flag S with two sound signals no later than five minutes before the starting time of the first boat. To assist competitors, an additional flag S may be displayed from the RSYS flag mast. This changes RRS 32 and Race Signals:
- In the event that a shortened course is signalled, the relevant shortened course detailed below shall be sailed.
- Division 1:** Starting Line – N3(P) – NP – SM – Finishing Line. Approx. 5.5 nm
- Divisions 2 and 3:** Starting Line – N3(P) – SM – Finishing Line. Approx. 4.5 nm
- Division 4 & Elliotts:** Starting Line – N3(P) – PP – Finishing Line. Approx. 3.1 nm
- ### 8. MARKS AND BUOYS
- 8.1 Marks and buoys will be as described in Appendix 3 – Harbour Marks, Buoys and Chartlet posted on the RSYS website.
- ### 9. AREAS THAT ARE OBSTRUCTIONS
- 9.1 (NP) (DP) The following areas are prohibited and deemed to be continuing obstructions. Boats infringing this clause will be subject to protest:
- a) **Other Starting and Finishing Lines** – the starting or finishing lines of another division or class or another club's race.
 - b) **Cardinal Marks** – the areas bounded by cardinal marks.
 - c) **Moorings** – within mooring areas. Naval and shipping moorings are excluded from this clause.
 - d) **Shark Island** – the areas between the AS Shark Island Mark (SM) and Shark Island or between Shark Island and the Shark Island light (north of Shark Island).
 - e) **Garden Island and Chowder Bay** – the areas within the yellow markers in the vicinity of Garden Island or near the naval wharf in Chowder Bay.
- ### 10. HANDICAPS
- 10.1 **Divisions 1, 2, 3 and 4**
- a) Handicaps will apply at the start and will determine the start time for each boat. Handicaps are subject to adjustment after each race has been finalised.
 - b) When flag "S" is displayed in accordance with clause 7.4 above, race results will be calculated using TCF handicaps. The elapsed time will be based on each boat's official start time. The boat with the lowest corrected time will be scored first. This instruction shall not be subject to protest or constitute grounds for redress. This changes RRS 60.1 & 60.2.



10.2 Elliott Class

TCF handicaps will be applied to the elapsed time of each boat after the finish. Handicaps may be adjusted after each race has been finalised.

11. THE START

11.1 The starting line will be in the vicinity of Kurraba Point and will be between the staff displaying an orange flag on the committee vessel and the course side of an orange inflatable mark with the lettering RSYS.

11.2 There will be no warning or other starting signals displayed by the race committee. The warning signal for all boats is deemed to be made five (5) minutes before the first boat's scheduled starting time. The preparatory signal for all boats is deemed to be made four (4) minutes before the first boat's scheduled starting time and is deemed to be code flag I (India) as amended in clause 12.1. This changes RRS 26.

11.3 From the warning signal until five (5) minutes after the scheduled starting time of the last boat:

- the starting line and the area 50 metres either side is designated a prohibited area (obstruction) for boats that are not approaching the line to start, and
- a boat not approaching the line to start shall keep clear of a boat that is approaching the line to start, and
- RRS 19 (Room to Pass an Obstruction) does not apply at this obstruction if one of the boats is approaching the starting line to start. This changes RRS 19.1.

11.4 A boat which infringes clause 11.3 may be scored DSQ by the race committee without a hearing. This changes RRS 63.1 and Appendix A.

12. RECALL

12.1 RRS 30.1, the I Flag Rule applies and is amended as follows. When any part of a boat's hull is on the course side of the starting line or one of its extensions during the minute before her scheduled starting time, she shall sail across an extension of the line so that her hull is completely on the pre-start side of the starting line before she starts. There will be no visual or sound signals, except that to assist competitors the race committee may advise recalled boats over VHF channel 73. This changes RRS 29.

12.2 A boat that infringes clause 12.1 and fails to return to the pre-start side of the starting line by sailing across an extension and restarting to the satisfaction of the race committee will be recorded as OCS.

12.3 Any error or omission in the advice referred to in clause 12.1 will not be grounds for protest or redress.

13. RETIREMENT

13.1 (DP) Boats which retire from a race before finishing are required to notify the race committee by direct contact or on VHF channel 73 or by phoning the RSYS reception on 9955 7171.

14. THE FINISH

14.1 The finishing line will be in the vicinity of Kurraba Point and will be between the staff displaying a blue flag on the race committee vessel and the course side of an orange inflatable mark with the lettering RSYS.

14.2 After she has finished, a boat shall not sail through the finishing line in either direction. A boat which infringes this clause may be scored DSQ by the race committee without a hearing. This changes RRS 63.1.

15. TIME LIMIT

15.1 The absolute time limit for all races will be the official sunset time as detailed in Appendix 2 – Sunset Times posted on the RSYS website.

15.2 If one boat finishes within the time limit, all boats that have started and have not finished by the time limit will be scored DNF. This changes RRS 35.

16. PROTESTS AND REQUESTS FOR REDRESS

16.1 Protests are to be lodged in accordance with RRS 61, and requests for redress in accordance with RRS 62, as amended by clauses 16.2 and 16.3.

16.2 Protests and requests for redress shall be lodged in writing with the RSYS Sailing Office or by electronic means. If the RSYS Sailing Office is closed, protests and requests for redress may be placed in the Sailing Office letter box.



- 16.3** The time limit for the lodging of protests, and requests for redress based on an incident in the racing area, will be 1000 hours on the first working day after the race.
- 16.4** Protests and requests for redress will be heard at the RSYS on the following Wednesday unless otherwise decided by the race committee. The hearing time will be advised to the parties involved.
- 16.5** Any boat which lodges a protest or request for redress and which is not represented at the hearing without informing the protest committee by 1000 hours on the day of hearing shall be scored DSQ for the race to which the protest or request for redress is related. This changes RRS 63.1 and 63.3(b).
- 17. PRIZES**
- 17.1** Prizes will be awarded as per Appendix 11 – Prizes and Trophies posted on the RSYS website.
- 17.2** Prizes may be presented to eligible placegetters on the RSYS Careening Cove Anchorage Terrace after each race.
- 17.3** The overall series prize for Divisions 1 – 4 will be awarded at a presentation dinner at the RSYS on Friday 4 April 2025.
- 17.4** Eligibility for the series prize will be subject to:
- Participation in 75% (17 races, rounded up) or more of the Division 1 – 4 races.
 - Should a race be abandoned, all series competitors shall be considered a starter for the purposes of the competition.
 - Boats must be represented at the Friday Twilight series presentation dinner to claim a prize. Boats not represented at the dinner will not be eligible for a prize.
- 18. OTHER INSTRUCTIONS**
- 18.1 NSW Roads and Maritime Services Regulations**
- 18.1.1** (NP) Boats shall not interfere with the Commercial or Defence shipping of the Port. The attention of skippers is drawn to NSW Roads and Maritime Services (NSW RMS) regulations regarding the right of way of vessels entering or leaving port, ferries displaying orange diamonds and vessels engaged in towing. NSW RMS regulations specify *“Priority over Sail – Some Ferries on Sydney Harbour display an orange diamond shape which grants priority of way over sailing vessels. Sailing vessels must keep a minimum distance from these ferries of:*
- 200 metres from the bow*
 - 30 metres from sides or stern.*
- Do not attempt to cross the path of an approaching ferry displaying this signal”.*
Attention is drawn to the guidelines published in the appendices posted on the RSYS website.
- 18.1.2** (NP) Boats found to have interfered with commercial shipping may be subject to action by the race committee in accordance with RRS 60.2.
- 18.1.3** (NP) All boats must abide by traffic directions of NSW RMS Boating Service Officers and NSW Port Authority. Any boat directed to stop or alter course by NSW RMS Boating Service Officers as a result of an anticipated breach of the above rules, incident/collision or complaint shall do so immediately.
- 18.1.4** (NP) Any boats reported by NSW RMS as having contravened NSW RMS regulations shall be disqualified without a hearing. This changes RRS 63.1. Any alleged infringement of this clause shall not be grounds for protest by another competitor. This changes RRS 60.1.
- 18.1.5** (NP) Reporting of Incidents - Competitors are required to notify the Sailing Office of any marine incident occurring during racing whether or not it results in a race protest or a report to NSW RMS. The attention of competitors involved in an accident is drawn to the requirements of NSW RMS published in Appendix 5 – NSW RMS Requirements in Case of Accident posted on the RSYS website.
- 19. RESPONSIBILITIES**
- 19.1** The attention of all competitors is drawn to the responsibilities of owners and skippers as detailed in the notice of race clauses 18.1 – Risk Warning, 18.2 – Competitors' Declaration and 18.3 - Disclaimer of Liability.

Annexure D

RANSA Sailing Instruction



2024-25 Friday Twilight Series SAILING INSTRUCTIONS

R-A-N SAILING ASSOCIATION

The notation '[NP]' in a rule of the sailing instructions means that a boat may not protest another boat for breaking that rule. This changes RRS 60.1(a). '[DP]' denotes a rule for which the penalty is at the discretion of the protest committee.

1 RULES

- 1.1 The event is governed by the rules as defined in the World Sailing Racing Rules of Sailing (RRS) and the Special Regulations of Australian Sailing (AS) as applicable to Category 7 races.
- 1.2 Competitors are reminded that boats racing are not in any way excused from compliance with IRPCAS and NSW Maritime Safety Regulations with respect to vessels not racing and compliance with directions of Port Authorities or officers of RMS.

2 CHANGES TO SAILING INSTRUCTIONS

- 2.1 Any change to the sailing instructions will be posted before 09:00 on the day it will take effect, except that any change to the schedule of races will be posted by 20:00 on the day before it will take effect.

3 COMMUNICATIONS WITH COMPETITORS

- 3.1 The race office is located at the RANSA Boatshed, telephone 9363 9939 email office@ransa.com.au.
- 3.2 Notices to Competitors will be posted on the RANSA on-line [Official Notice Board](#) and may be posted on the sailing notice board at the RANSA Club house.
- 3.3 On the water, the race committee may monitor and communicate with competitors on VHF radio channel 73.

4 SIGNALS MADE ASHORE

- 4.1 Signals made ashore will be displayed on the flagstaff at the RANSA Clubhouse.

5 SCHEDULE OF RACES

- 5.1 Races are scheduled for every Friday evening from 18 October 2024 until 21 March 2025 with the exception of Friday 20 December 2024 and Friday 27 December 2024.
- 5.2 The scheduled time for the first warning signal is 17:50 on each race day (17:20 for the last two races of the series)

6 DIVISIONS AND CLASS FLAGS

- 6.1 Divisions and handicaps will be advised on list of entries available from the website [here](#) or the race office,
- 6.2 Class flags are

Division	Class Flag	Scheduled Warning Signal
Division 3	Flag F	17:50, 17:20 last two races
Division 2	Flag E	17:55, 17:25 last two races
Division 1	Flag D	18:00, 17:30 last two races
Division 1S	Flag C	18:05, 17:35 last two races

7 RACING AREA

- 7.1 The racing area is Sydney Harbour between Garden Island in the west and Lady Bay/Obelisk Bay in the north.

8 COURSES AND MARKS

- 8.1 Courses and marks are shown in the attachment.

9 OBSTRUCTIONS

- 9.1 The following areas and lines are obstructions.
 - (a) Cardinal Marks - boats shall not sail within the area bounded by Cardinal Marks.
 - (b) Moorings - except for Naval moorings, boats shall not sail within mooring areas.
 - (c) Shark Island - boats shall not sail between the AS Shark Island Mark (SIM) and the cardinal mark south of Shark Island or between Shark Island and the Shark Island Light (north of Shark Island).
 - (d) Garden Island and Chowder Bay - boats shall not sail within the yellow markers in the vicinity of Garden Island or near the naval wharf in Chowder Bay.

10 THE START

- 10.1 The starting line will be in the vicinity of Rushcutters Bay.
- 10.2 The starting line will be between a staff displaying an orange flag on the Race Committee Vessel (RANSA 1) at the starboard end and a RANSA mark at the port end.
- 10.3 Divisions will start at five minute intervals in accordance with RRS 26.
- 10.4 Boats shall remain clear of the starting area until their warning signal is displayed.
- 10.5 A boat may use prohibited propulsion after its Preparatory Signal to arrive at the starting line provided it ceases to use such propulsion at least 100 m from the starting line, promptly makes one turn including one

- tack and one gybe while keeping well clear of other boats and, if the starting signal has been made, start. This changes RRS 42.
- 10.6 A Boat that has not started within 5 minutes after her starting signal may be scored DNS. This changes RRS A4.
- 11 RECALLS**
- 11.1 There will be no recall signal, however any boat on the course side of the starting line at her starting signal and not returning and starting in accordance with the rules will be penalized 5 minutes or more without a hearing. This changes RRS 29 and 30.
- 11.2 The race committee may advise competitors of recalls on VHF 73. Failure to make a broadcast or to time it accurately will not be grounds for redress. This changes RRS 62.1(a).
- 12 THE FINISH**
- 12.1 The finishing line will be in the vicinity of Rushcutters Bay.
- 12.2 The finishing line will be between a staff displaying a blue flag on the Race Committee Vessel at the starboard end and the finishing mark at the port end.
- 13 PENALTY SYSTEM**
- 13.1 RRS 44.1 and 44.2 Two-Turns Penalty shall apply for breaking a rule of RRS Part 2 or rule 31. A boat may also take a 30% Post Race Penalty in accordance with RRS Appendix T for breaking any rule. This changes rule T1. In hearing a valid protest for a breach of a rule other than a rule of Part 2 or rule 31, the Protest Committee may decide that the Post Race Penalty is not an applicable penalty and impose any greater penalty within its powers...
- 14 TIME LIMIT**
- The time limit shall be sunset or 20:00 whichever is the earlier.
- 15 PROTESTS AND REQUESTS FOR REDRESS**
- 15.1 Protests shall be delivered to the Sailing Office by email to office@RANSA.com.au or by hand, not later than 10:00 on the next working day following the race.
- 15.2 Hearing request forms are available at [WS Hearing Request Form](#) or from the Sailing Office.
- 15.3 RRS Appendix T Arbitration may be applied by the protest committee. Arbitration may take place promptly after racing or at some other time as advised to the parties. Arbitration may take place by email, telephone, or other electronic means.
- 15.4 Protests and Requests for Redress will be heard at the RANSA Clubhouse on the following Wednesday evening unless otherwise decided by the race committee. The parties involved will be notified of the hearing time. Notices may also be posted on the on line Official Notice Board.
- 16 SCORING**
- 16.1 The scoring system in RRS Appendix A and RRS A5.3 will apply with the following amendments.
- (a) **On Course Side.** There will be no recall signal; however any boat on the course side of the starting line and not returning and restarting will be penalised 5 minutes or more by the race committee without a hearing. Boats may be advised by radio. This changes RRS 29, 30 and 63.1.
- (b) **Time Limit Expired.** Boats that have not finished at the race time limit shall be scored TLE and shall be awarded points equal to the number of series entries finishers in the race plus 4, or the number of series entries starters in the race plus 1 whichever is the lowest. This changes RRS 35, A4.2 and A5.
- (c) **Duty Boat Points.** If a boat is not able to race because she is required to provide duty personnel she shall receive points for a fourth place. This changes RRS Appendix A4.2 and RRS Appendix A5.
- (d) **Discards.** A boat's series score shall be the total of her race scores excluding her 4 worst scores.
- 17 SAFETY**
- 17.1 Commercial Shipping:
- (a) Boats shall not pass between the bow of any Seagoing Ship and a dedicated Port Authority escort vessel whilst on escort duty and within 500 m from the bow and 30 m from the side or stern of the Seagoing Ship
- (b) Boats shall maintain a minimum distance of 200 m from the bow, and 30 m from the sides or stern of any ferry displaying the Orange Diamond.
- 17.2 [DP] A boat that retires from a race shall notify the race committee at the first reasonable opportunity.
- 17.2 Boats shall report any incident involving Injury or Significant Damage likely to costs more than \$5,000 to the race committee at the first reasonable opportunity by direct contact, or on VHF 73, or by mobile phone on 0424 484 513, or by phoning the RANSA Sailing Office on 9363 9939.
- 18 OFFICIAL VESSELS**
- 18.1 The Race Committee Vessel will be RANSA 1 or another vessel flying the RANSA burgee.

ATTACHMENT TO RANSA FRIDAY TWILIGHT SERIES 2024 25 SAILING INSTRUCTIONS

1. COURSES

1.1 Boats shall leave marks to starboard unless the mark is suffixed (p), which indicates the mark is to be left to port.

1.2 Division 1S

Start – CI(p) – OB – SIM – PP(p) – CI(p) – Finish

If flag S is displayed at the Start:

Start – CI(p) – BB – SIM – PP(p) – CI(p) – Finish

1.3 Division 1

Start – CI(p) – LB – SIM – PP(p) – CI(p) – Finish

If flag S is displayed at the Start:

Start – CI(p) – BB – SIM – PP(p) – CI(p) – Finish

1.4 Division 2

Start – CI(p) – BB – SIM – PP(p) – CI(p) – Finish

If flag S is displayed at the Start:

Start – CI(p) – EC – SIM – PP(p) – CI(p) – Finish

1.5 Division 3

Start – CI(p) – EC – SIM – PP(p) – CI(p) – Finish

If flag S is displayed at the Start:

Start – CI(p) – NP – SIM – PP(p) – CI(p) – Finish

2. MARKS

2.1 Mark descriptions – All positions and distances are approximate. See attached chart for approximate positions.

CI Clarke Island - Summit of Clarke Island and pile south of Clarke Island.

SIM Shark Island Mark - AS mark, 10 m ESE of Shark Island south cardinal mark.

EC Eastern Channel Mark - AS buoy, 100 m west of the Eastern Channel Pile Light.

BB Beashel Mark - AS buoy, one cable south of Sow & Pigs reef.

LB Lady Bay Mark - AS buoy off the northern end of Lady Bay.

OB Obelisk Bay Mark - AS buoy east of Obelisk Beach.

PP Point Piper Mark - AS buoy 200 m north of Point Piper.

NP Nielsen Park Mark - AS buoy at Nielsen Park

Starting and Finishing Marks - orange inflatable buoys with the lettering RANSA.

AS buoys - AS buoys referred to in these Sailing Instructions will be yellow, spherical, cylindrical or spar shaped buoys but may be replaced with a different mark without warning.

2.2 Marks that a string representing a boat's track from the preceding mark to the next mark touches are rounding marks.

Annexure E

SASC Sailing Instructions

FRIDAY TWILIGHT SERIES

Div. Rep: Ross Littlewood, tel. 0414 575 101

1. RULES

Every boat whose entry is accepted by SASC for any SASC race will sail to the General Sailing Instructions for SASC events, observing the modifications and addenda published for the race and division of the race entered.

2. ELIGIBILITY

Boats must be monohull self-righting yachts of minimum length 5 metres. . **Anchors must be removed from bow fittings when racing.**

3. ENTRIES

Casual entries must be received by 1500 on race day.

4. POINTSCORING

Generally the Friday Twilight season allows for beginner and casual participation. Hence this is normally a non-Point Score series. However, a subseries may be introduced for those boats wanting to achieve an overall Point Score result.

5. PRIZES AND TROPHIES

Prizes are awarded on the night for handicap place getters only in each Division. In addition there are overall prizes awarded at the conclusion of the last race.

Most handicap wins	The Driscoll Cup
Boat Competing in the Most Twilights	Sally Award (Tony Brown)
Draw Prize	Vouchers or Similar

SAILING INSTRUCTIONS

1. STARTING TIMES & SIGNALS

Starting signals will be in accordance with RRS Rule 26.

The scheduled time of the warning signal for each division is as follows:

SCHEDULED TIME	DIVISION	WARNING SIGNAL (FLAG DISPLAYED)
1740	Division 3	C
1745	Division 2	R
1750	Division 1	T

EARLY START – refer to the Sailing Schedule for Early Start Races in October (Spring) and March (Summer). Early start – first warning signal at 1725.

Flag Y: When flag Y is displayed with one sound signal before or with the warning signal, competitors in yachts with open non-self-draining cockpits and which are not fitted with sufficient in-built buoyancy to stay afloat whilst flooded shall wear personal flotation devices, except briefly while changing or adjusting clothing or personal equipment.

Flag I: If flag I has been displayed, and any part of a boat's hull is on the course side of the starting line or one of its extensions during the last minute before her starting signal, she shall sail across an extension so that her hull is completely on the pre-start side before she starts. This means that anyone over the line in the last minute before the start must go around either end of the start line to start and must not go across the start line towards the starting fleet.

2. COURSE

All marks are rounded to starboard unless otherwise indicated. (P) denotes port hand rounding.

ALL DIVISIONS

ATHOL BIGHT–N3(P)–BB–SM–PP–ATHOL BIGHT

3. START AND FINISH LINE

The start and finish line will be between the course flag mast on the committee boat and an orange inflatable buoy marked SASC in black.

The committee boat will be at the starboard end of the line for the start and the port end of the line for the finish (when viewed from the last mark of the course). When the race is shortened at any mark of the course (in accordance with RRS Rule 32) the finish line will be between the committee boat and the mark.

4. NO EXTRAS

This is a no extras race so only normal working sails may be used. However headsails may be poled out. The definition of working sails for this series is: sails which are used when sailing upwind with the headsail fully hanked or attached to the forestay. The definition of extras for this series is: sails hoisted for downwind sailing only.

5. TIME LIMIT (ABSOLUTE)

Time limit will be 2000 or Sunset whichever is earlier.

6. NAVIGATION LIGHTS

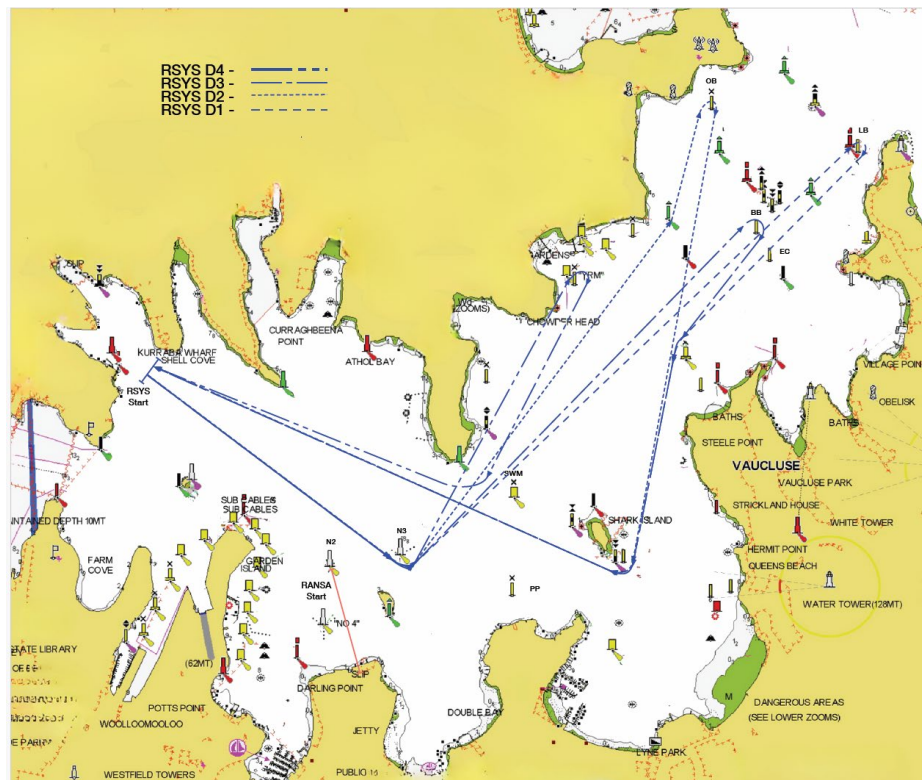
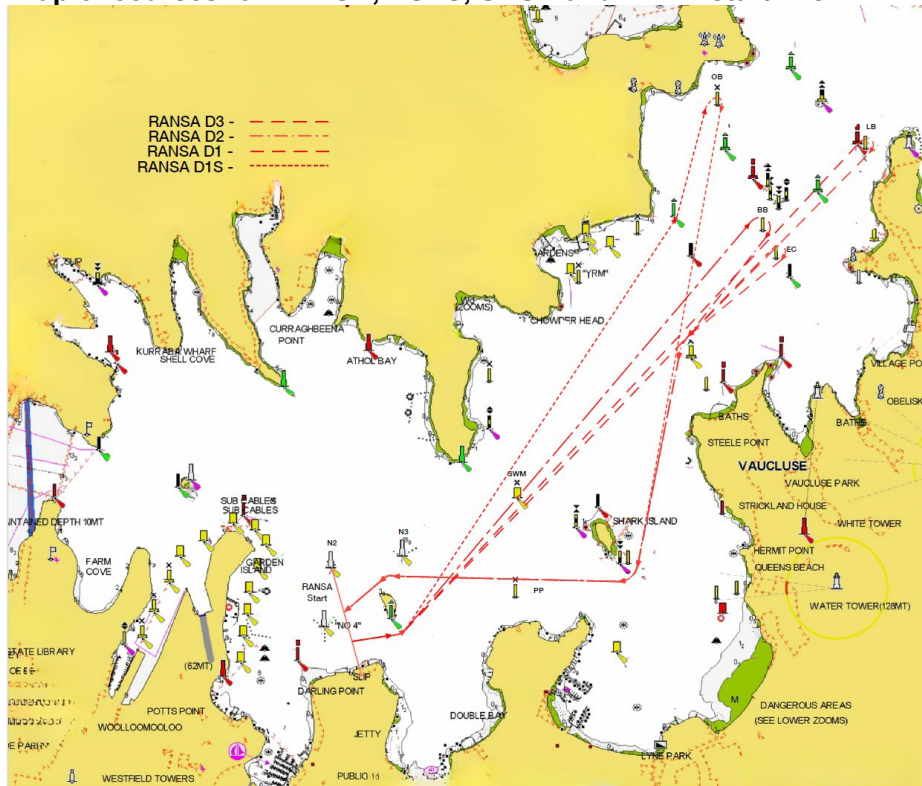
All boats sailing after sunset must display navigation lights in accordance with TFNSW regulations. All boats which do not have navigation lights permanently fitted are additionally required to comply with AS Special Regulations 3.24.4 and 3.24.5 and carry portable navigation lights capable of being attached to the boat.

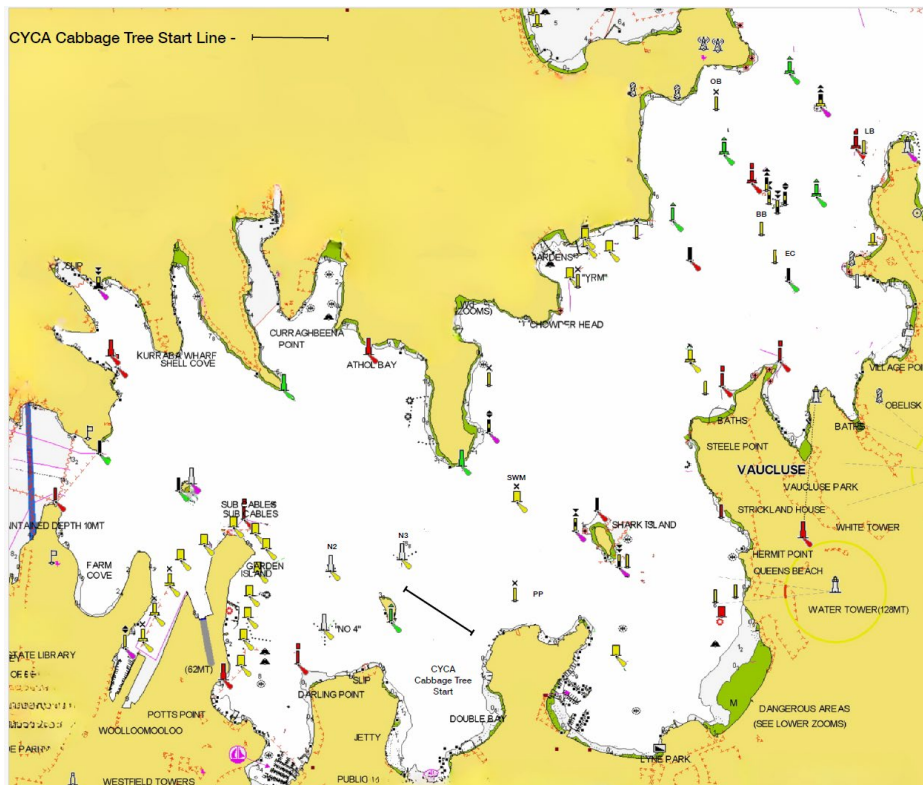
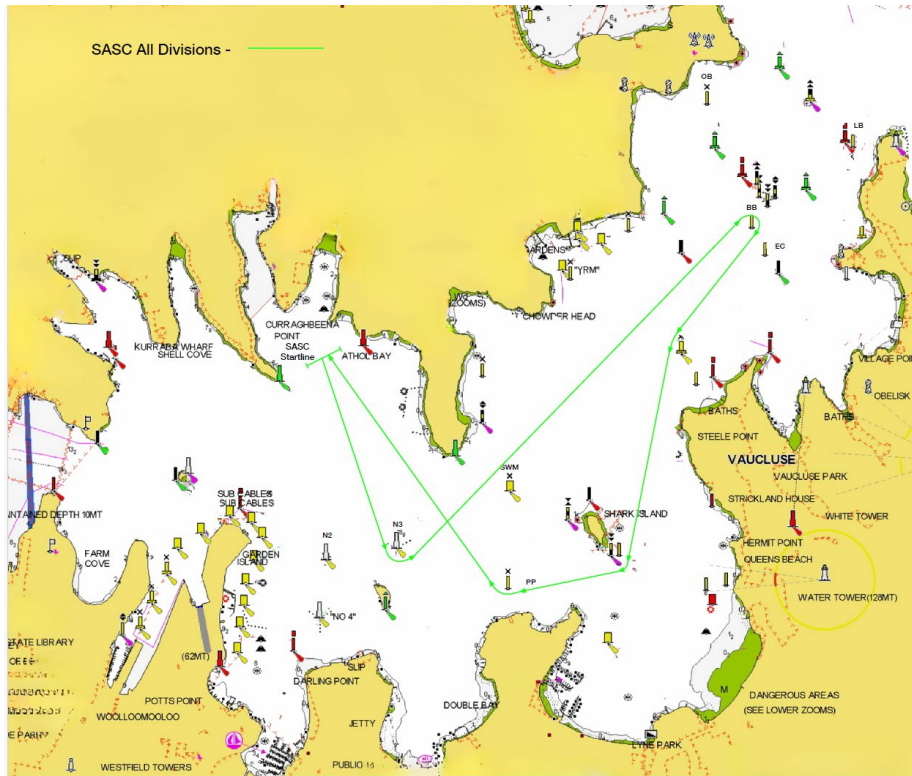
7. AFTER THE RACE

BBQ and bar service is available at the Club and bookings are essential.

Annexure G

Map of courses for RANSA, RSYS, SASC and CYCA start line





Annexure H

START TIMES⁷⁰ FOR RSYS⁷¹, RANSA⁷² AND SASC⁷³ FRIDAY TWILIGHT RACES – 6 DECEMBER 2024

Club	Start Time	Yacht	Division	Elapsed time	Comment
RSYS	17.30	Origami ⁷⁴	3	01.56.33	
RSYS	17.34	Felixette	4	01.55.53	
RSYS	17.36	Shorland	3	01.46.19	
RSYS		Flying Circus	3	01.47.17	
RSYS		Bonsela	4	01.30.47	
RSYS	17.37	Love Child	3	01.43.28	
RSYS		Beautiful Noise	3	01.28.48	
RSYS		Beowulf	4	01.41.54	
RSYS	17.38	Onaview	3	01.44.51	
RSYS		S'Wonderful	3	01.42.36	
RSYS	17.39	Aquatonic	3	01.32.21	
RSYS	17.40	Flight of Fancy	3	01.44.57	
RSYS		Magnificat	3	01.36.55	
RSYS		Outfoxed	3	01.30.39	
RSYS		Akiki	2	01.41.48	
RSYS	17.41	Gail Force	3	01.41.25	
RSYS		Lively	2	01.37.34	
RSYS		Azure	2	01.43.52	
RSYS	17.42	Wyreepi Too	4	01.29.55	
RSYS	17.43	Koolaroo	2	01.31.55	
RSYS		Norske	2	01.32.34	
RSYS		Flying Turtle	2	01.35.44	

⁷⁰ The RANSA and SASC starts are fleet starts which mean that all yachts in a division start at the same time. The RSYS start is a pursuit start which means that yachts start at different times depending on their handicap. For example, the first RSYS yacht started at 1730 and the last RSYS yacht started at 18.07.

⁷¹ **RSYS COURSES**

Division 1: Starting Line – N3(P) – LB – SM – Finishing Line. Approx. 7.5 nm.

Division 2: Starting Line – N3(P) – OB – SM – Finishing Line. Approx. 7.0 nm.

Division 3: Starting Line – N3(P) – BB – SM – Finishing Line. Approx. 6.5 nm.

Division 4: Starting Line – N3(P) – CBS – Finishing Line. Approx. 5.5 nm.

⁷² **RANSA COURSES** - Boats shall leave marks to starboard unless the mark is suffixed (p), which indicates the mark is to be left to port.

Division 1S - Start – Cl(p) – OB – SIM – PP(p) – Cl(p) – Finish

Division 1 - Start – Cl(p) – LB – SIM – PP(p) – Cl(p) – Finish

Division 2 - Start – Cl(p) – BB – SIM – PP(p) – Cl(p) – Finish

Division 3 - Start – Cl(p) – EC – SIM – PP(p) – Cl(p) – Finish

⁷³ **SASC COURSE** – All Divisions sail the same course – Athol Bight – N3(P) – BB – SM – PP – Athol Bight – All roundings are to starboard unless otherwise indicated - (P) is a port rounding

⁷⁴ The yachts highlighted in yellow rounded Beashel Buoy on 6 December 2024 with the following clubs using the Beashel Buoy 6 December 2024 (56 yachts racing that night);

a. Royal Australian Navy Sailing Association (RANSA) - Division 2: 14 Yachts (including Pendragon);

b. Sydney Amateurs Sailing Club (SASC) - All Divisions - 30 Yachts - (Division 1: 11 Yachts), (Division 2: 11 Yachts - including Delinquent), (Division 3: 8 yachts);

c. Royal Sydney Yacht Squadron (RSYS) - Division 3: 12 Yachts;

Club	Start Time	Yacht	Division	Elapsed time	Comment
SASC	17.45	Yvonne	3	01.03.09	
SASC		Windermere	3	01.19.52	
SASC		Tempus Fugit	3	01.11.46	
SASC		Cherub	3	01.16.12	
SASC		Camilla	3	01.16.46	
SASC		Ariel	3	01.16.25	
SASC		Par Avion	3	01.32.06	
SASC		Finesse		-	OCS (over the start line)
RSYS	17.46	Ostara	4	01.18.01	
RSYS		One More No More	2	01.24.53	
RSYS		Arcturus 3	2	01.29.02	
RSYS	17.50	Alibi	1	01.28.10	
SASC		Ciel	2	0.58.38	
SASC		Liberte	2	01.09.57	
SASC		Le Mistral	2	01.04.51	
SASC		Whiplash	2	01.04.20	
SASC		Dancing with the Wind	2	01.03.19	
SASC		Lunacy	2	01.07.23	
SASC		Ping	2	01.05.13	
SASC		Little Wing	2	01.07.40	
SASC		Double Dutch	2	01.06.48	
SASC		Red Cloud	2	01.06.02	
SASC		Delinquent	2	-	Retired
RSYS	17.51	Jackie Clare	1	01.27.43	
RSYS		Allegro	1	01.28.00	
RSYS		Viva La Vita	1	01.29.26	
RSYS		Just Quietly	1	01.30.22	
RSYS	17.53	Can Can	1	01.22.38	
RSYS	17.54	Blackwood	1	01.23.44	
RSYS		Kookaburra	1	01.23.55	
RSYS		Joli	1	01.25.05	
RSYS		Hell Razer	1	01.25.20	
RSYS	17.55	Rush	1	01.24.26	
SASC		Clewless	1	00.49.04	
SASC		Up-N-Adam	1	00.51.27	
SASC		Firecracker	1	01.51.30	
SASC		Cloud 1X	1	01.51.29	
SASC		Flying Brandy	1	00.55.47	
SASC		Artemis	1	00.51.35	
SASC		Blue Peter	1	00.55.26	
SASC		As You Do	1	00.52.11	

Club	Start Time	Yacht	Division	Elapsed time	Comment
SASC		Rambler	1	00.59.29	
SASC		Samphire	1	01.02.43	
SASC		South Brittany	1	01.02.48	
RANSA		Ni Ban	3	01.06.36	
RANSA		Nomad	3	01.02.30	
RANSA		Sylvara	3	00.59.30	
RANSA		Gunrunner	3	01.00.23	
RANSA		Celtic Lady	3	01.12.34	
RANSA		Black Diamond Bay	3	01.04.50	
RANSA		Reverie	3	01.19.20	
RSYS	17.56	Mazu	1	01.30.06	
RSYS	17.58	Adela X	1	01.19.47	
RANSA	18.00	Out of Sight	2	00.54.03	
RANSA		Windswept	2	00.54.56	
RANSA		Rhythm	2	00.59.21	
RANSA		Sahara	2	00.57.09	
RANSA		Maestro	2	00.50.39	
RANSA		Addiction	2	00.58.10	
RANSA		Velentis	2	00.54.29	
RANSA		Illusion	2	00.59.35	
RANSA		Slack Alice	2	01.03.02	
RANSA		Star Ferry	2	01.01.07	
RANSA		Starpac	2	01.09.10	
RANSA		Fifth Avenue	2	01.03.20	
RANSA		Sumatra	2	01.16.44	
RANSA		Pendragon	2	-	Retired
RSYS	18.03	Forty	2	01.20.52	
RANSA	18.05	Oscar	1S	00.50.17	
RANSA		Shine On	1S	00.49.55	
RANSA		Shape	1S	00.49.42	
RANSA		Love Byte	1S	00.53.09	
RANSA		Clockwork	1S	00.51.38	
RANSA		Helsal 3	1S	00.50.47	
RANSA		Last Tango	1S	00.52.09	
RANSA		Nocturne by Corunna Station	1S	00.51.58	
RANSA		SolyMar	1S	00.47.54	
RANSA		Gunshot	1S	-	DNF (Did not finish)
RSYS	18.07	Gunga Din	1	01.08.08	
RANSA	18.10	Saltshaker	1	00.54.13	
RANSA		Xcapade	1	00.56.30	

Club	Start Time	Yacht	Division	Elapsed time	Comment
RANSA		Calypso Magic	1	00.55.27	
RANSA		Oisin	1	00.59.49	
RANSA		Scarlett O'Hara	1	00.59.15	
RANSA		Highway Patrol	1	01.02.33	
RANSA		Tigger	1	00.56.15	
RANSA		Sigurd	1	00.56.52	
RANSA		Wassub	1	01.04.08	
RANSA		Fortune of War	1	00.57.45	
RANSA		Arch Nemesis	1	01.08.35	
RANSA		Symbosis	1	01.06.11	
RANSA		Wasabi	1	01.06.06	
RANSA		L'Oiseau	1	01.15.19	

Annexure I

EMERGENCY MANAGEMENT PLANS FROM CYCA, SASC & RSYS



EMERGENCY GUIDE FOR SYDNEY HARBOUR

AMBULANCE – POLICE – FIRE: 000 OR 112

CYCA
Reception:
(02) 8292 7800
Sailing Office:
(02) 8292 7870

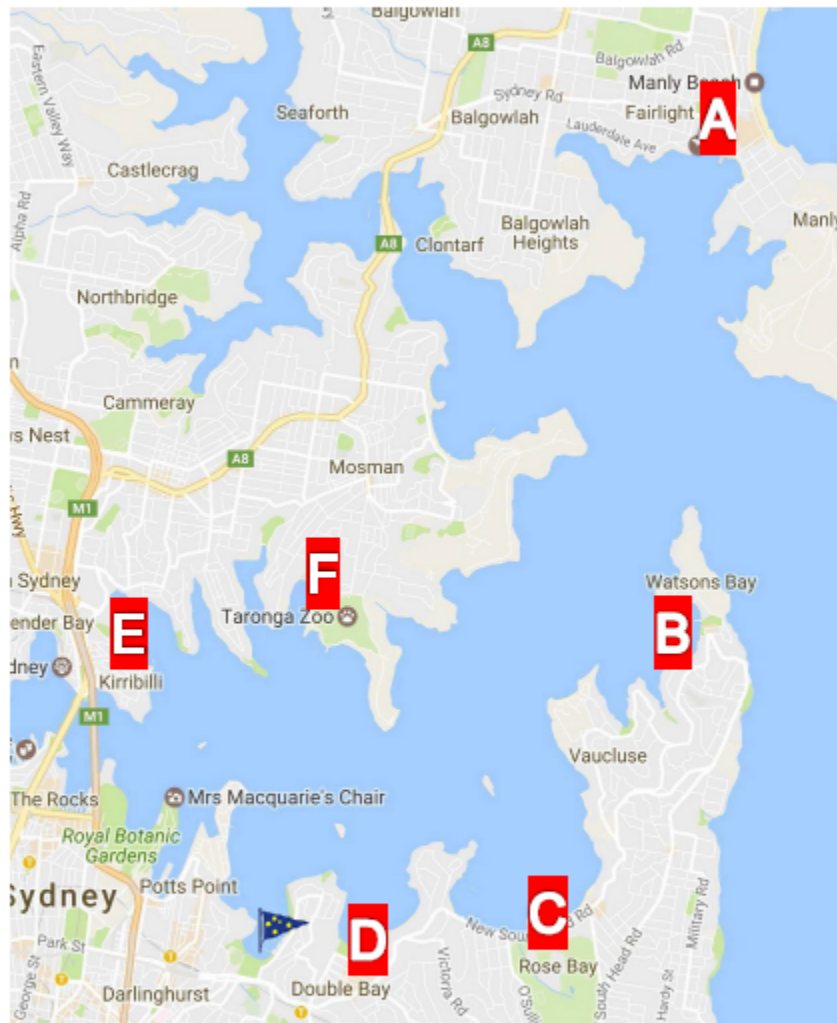
MV Offshore:
0417 282 172

Marine Rescue
Sydney:
(02) 9450
2468

Water Police
(02) 9320 7499

RMS /Maritime:
13 12 36

Rose Bay
Police Station:
(02) 9362 6399



**EMERGENCY
VHF 16**

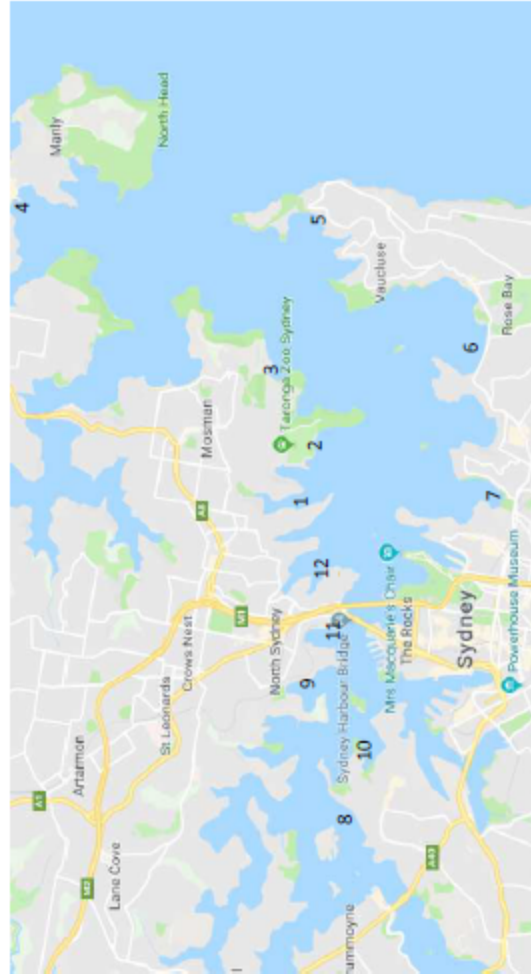
**Race
Committee
VHF 72**

- | | |
|---------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| A Manly Ferry Wharf
Belgrave Street and West
Esplanade, Manly, 2095 | D Double Bay Ferry Wharf
77 Bay Street, Double Bay,
2028 |
| B Watson's Bay Ferry Wharf
1 Military Road, Watsons Bay,
2030 | E Royal Sydney Yacht
Squadron
33 Peel Street, Kirribilli,
2061 |
| C Rose Bay Ferry Wharf
Lyne Park, Nr New South
Head Road, Rose Bay, 2029 | F Taronga Zoo Ferry Wharf
Athol Street, Mosman, 2088 |

SASC Emergency Safety Card			
Boat Name	Design	Sail Number	Owner/Skipper
Hull Color	Length	Displacement (tons)	RMS Registration No
Emergency Contact Numbers	Skipper	Alternate Number	
Shore Contact Name	Number	Alternate Contact Name	Number

Emergency Pick-up Locations

1. SASC, Green Street, Cremorne (nearest cross street Kareela Road)
2. Taronga Zoo Ferry Wharf, Athol Wharf Road, Mosman (nearest cross street Bradley's Head Road)
3. Clifton Gardens Wharf, Morella Rd, Clifton Gardens (nearest cross street David Street)
4. Manly Wharf / Manly Yacht Club East
Esplanade Manly (nearest cross St - Wood Street)
5. Watsons Bay Wharf, Military Rd Watsons Bay (nearest cross street Cliff St)
6. Rose Bay Marina, (02-9327 7847) 594 New South Head Rd, Rose Bay (nearest cross street Cranbrook Rd) (business hours, 7 days a week)
7. CYCA Sailing Club, New Beach Road, Darling Pt.
8. Balmain Sailing Club, Water Street, Brighouse (River St)
9. Noakes - McMahon's Point (02-9925 0306),
6 John Street McMahon's Point (nearest cross street Dumbarton Street) (Mon-Sat - business hours)
10. Balmain Wharf, (Mort Bay), Thames Street Balmain East (nearest cross street Mort Street)
11. Milsons Point Wharf (Luna Park), Olympic Drive Milsons Point (nearest cross street Alfred Street)
12. RSYS (02-9955 7171), 33 Peel Street, Kirribilli (nearest cross street Eaming Street)



These locations are places where ambulance services may pick up a person requiring urgent medical treatment for a serious injury or illness. There are other suitable safe areas, don't just rely on this list.
Familiarise yourself with these and other possible locations.

You must give specific details to Emergency Services.

Emergency Contacts – in order of priority

1. Emergency Services VHF Ch16
 2. Water Police (02) 9320 7499
 3. Marine Rescue Middle Harbour (02) 9969 3270
 4. North Sydney Police (02) 9956 3199
 5. SASC Race control VHF Ch 73 / MB 0419 625 883
 6. Emergency Services 000
- Royal North Shore Hospital (02) 9826 7111

DRSABCD action plan

In an emergency call triple zero (000) for an ambulance



D DANGER
Ensure the area is safe for yourself, others and the patient.

R RESPONSE
Check for response—ask name—squeeze shoulders
No response
• make comfortable
• check for injuries
• monitor response

S SEND for help
Call Triple Zero (000) for an ambulance
or ask another person to make the call.

A AIRWAY
Open mouth—if foreign material is present:
• place in the recovery position
• clear airway with fingers.
Open airway by tilting head with chin lift.

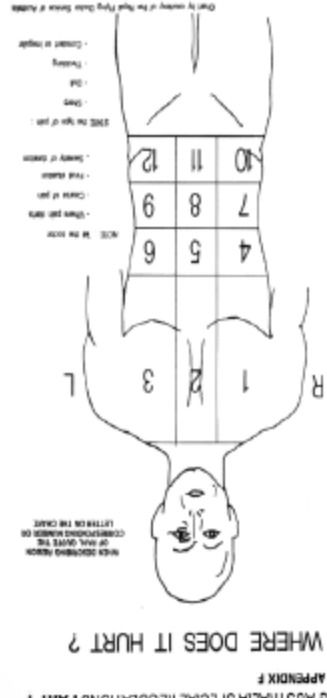
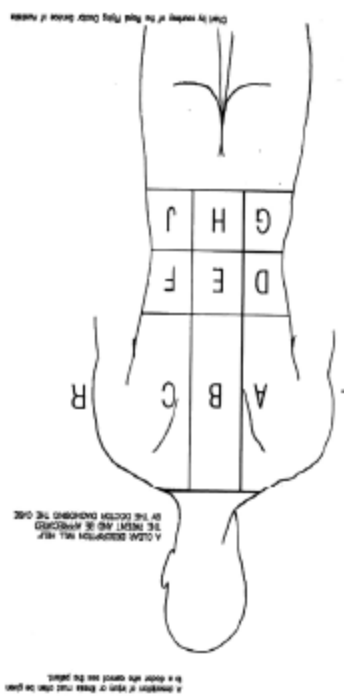
B BREATHING
Check for breathing—look, listen and feel.
Normal breathing
• place in recovery position
Not normal breathing
• Start CPR
• monitor breathing
• manage injuries
• treat for shock.

C CPR
Start CPR—30 chest compressions : 2 breaths
Continue CPR until help arrives
or patient recovers.

D DEFIBRILLATION
Apply defibrillator if available
and follow voice prompts.



© St John Ambulance Australia. All rights reserved. Not to be reproduced without written permission.



WHERE DOES IT HURT ?

ADVISORY APPENDIX F
YACHTING AUSTRALIA SPECIAL REGULATIONS PART 1

Crew Safety Equipment Check List – Where are these items located? How do you use them?

Lifejackets, First Aid Kit, SASC Safety Card, Fire Extinguisher(s), Flashlight, Signaling Device, VHF Radio, Fuel Shut-off Valve, Fire Blanket.

When was the last time you practiced Man Overboard Drill?

Appendix 10 On-water Emergency Procedures



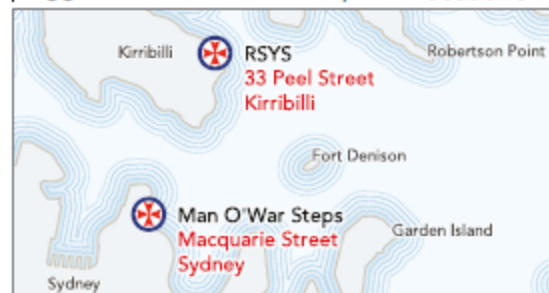
Responsibilities of the person in-charge RRS46

- The NSW Water Police are responsible for providing SAR on Sydney Harbour and through the area for which NSW is the coastal state. In the event of an emergency where you assess that your boat needs assistance to deal with an on-water emergency in a safe manner such as serious damage or difficulty recovering a Man Overboard; the following procedures are relevant and should be followed.
 - As soon as practicable call emergency services on "000" or VHF Channel 16 or 13. Channel 13 will alert Sydney Harbour Ferries who can assist the boat contacting the Water Police.
 - Details to be passed include boats name, position, and a brief description of the emergency.
 - Assistance required.
 - Your contact number.
- Inform the Race Officer of the day on VHF Channel 73/74 of the situation and action taken. The Race Officer will advise you of your reporting requirements to the Sailing Office and NSW Roads and Maritime.
- Always look for the closest point for an ambulance and note that together with RSYS (Kirribilli) NSW Police have suggested the following wharfs as suitable access points for ambulance services.
 - Manly Wharf
 - Rose Bay Wharf
 - Man of War Steps Wharf
 - Balmain
- Follow up data to meet NSW SAR Authority requirements may include some or all of the following:
 - Details of the person injured/lost
 - Name
 - Contact details
 - Medical data
 - NOK
- In the event of a death the Coroner will detail what information is required from the boat/ skipper and the Club.
- For less serious incidents such as minor injuries or damage please contact the Race Officer of the day on VHF 73/74 and advise of your situation. Committee vessels and race officers are not equipped to facilitate emergency response or rescue efforts. They will make every effort to assist.
- Do Not discuss any emergency situation with the media, the public or the family this will be done by the RSYS Emergency Management Team.
- As the person in charge is recommended that the following data with respect to your self be readily available on board at all times;
 - Full Name
 - Full address
 - Telephone Number
 - NOK details
 - Medical data
- The New RSYS procedures for registering your crew has been designed to assist the skipper being able to access the data required in the first instance by the NSW SAR Authority.

Important Contact Numbers

- NSW Ambulance, Police & Fire **000**
- NSW Marine Rescue **VHF 16**
or call **(02) 9450 2468**
- Race Committee/Race Officer **VHF 73 or VHF 74**
- Royal Sydney Yacht Squadron **(02) 9017 0152 or (02) 9955 7171**

Suggested Ambulance Drop-off Locations



Important Note: The above suggested ambulance drop off locations are suggestions only. A skipper must always make a decision based on the severity of an incident and information available to him/her. There may always be a location closer and more appropriate to the incident.