

# Geographe Bay Shorthanded Classic

Geographe Bay Yacht Club

Saturday December 11 2021 Warning Signal 1600

Busselton

## Notice of Race

Abbreviations

GBYC – Geographe Bay Yacht Club Inc

### 1 RULES

- 1.1 The event is governed by the current rules as defined in *The Racing Rules of Sailing* published by Australian Sailing
- 1.2 The current Special Regulations Part 1 for Racing Boats (Keelboats) published by Australian Sailing
- 1.3 Sailing Instructions [available here](#)
- 1.4 Supplementary Sailing Instructions issued by GBYC at [www.gbyc.com.au](http://www.gbyc.com.au) for the event one week before the race

### 2 CHANGES TO RULES

#### 2.1 RACING AT NIGHT

Between the hours of sunset and sunrise the Rules of Part 2 are replaced with the right-of-way rules of the International Regulations for the Prevention of Collision at Sea.

- 2.2 Rule 40.1 applies and is amended for double handed sailors, who must wear a life jacket at all times when on deck except briefly while changing or adjusting clothing or personal equipment
- 2.3 ASSR 3.25.4 Add (e) “Radio transceivers shall be tested annually with a suitable station: for VHF over 20nm away”

### 3 SAFETY

Category 3

### 4 HANDICAPS

Two sets results shall be calculated as follows

- Yardstick - Yachts will be allocated a yardstick handicap which will represent, or be the equivalent of, the IRC rating for the yacht if the yacht has a current rating OR a handicap shall be allocated by GBYC considering the IRC ratings for sisterships or similar yachts considering any yacht changes or modification.

- Performance Handicap - GBYC shall allocate a handicap based on past performance of each yacht considering both performance at GBYC and performance at other clubs/events.

## 5 COMMUNICATION

- 5.1 All boats shall carry a VHF radio capable of communicating on Channels 16 and 77.
- 5.2 Boats shall maintain a 24-hour listening watch for the duration of the race on VHF Channels 16 and 77 and while returning to harbour after retiring from the race.
- 5.3 From the first warning signal until the end of the last race of the day, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.

## 6 ELIGIBILITY AND ENTRY

- 6.1 All boats shall be of monohull construction and comply with the ASSR Part 1 for Category 3
- 6.2 Eligible boats may enter by completing 'Sailing nomination' [here](#) by 1700 on Wednesday 1 December 2021.
- 6.3 All boats must supply the following documents to [alison.stock70@gmail.com](mailto:alison.stock70@gmail.com) by Wednesday 1 December 2021:

ORWA Radio Declaration Form [available here](#)

Valid ASSR Equipment Audit Form [available here](#)

ORWA Team Shore Contact Form with details current for the race [available here](#)

- 6.4 The event is open to all Short-handed boats. See 8.1.
- 6.5 To be considered an entry in the event, a boat shall complete all registration requirements and pay all fees.
- 6.6 If a Double-handed entry, the boat must be fitted with automatic helming capability in working condition
- 6.7 GBYC reserves the right to reject an entry at any time up until the Warning Signal of the race
- 6.8 GBYC reserves the right to cancel or postpone the race in the event of a strong wind warning

## 7 FEES

- 7.1 Entry fees are as follows:

	Entry Fee
DBYC/GBYC members	Regular club race fees
Visiting Yachts	\$50

## **8 CREW LIMITATIONS**

- 8.1** The following crew limitations apply: Yachts with a length overall (LOA) between 20 and less than 30 feet may carry 2 persons. Boats with an LOA of between 30 and less than 40 feet may carry 3 persons. Boats with an LOA of between 40 and less than 50 feet may carry 4 persons.

## **9 ADVERTISING**

- 9.1** Advertising on a boat shall comply with the requirements of the World Sailing Advertising Code 2021. GBYC may decline to accept an entry of a boat which, in its opinion, is carrying advertising which conflicts with government regulations. In any case of doubt, GBYC should be consulted as soon as practicable.

## **10 COURSE**

- 10.1** The race will be conducted within Geographe Bay with a start in the vicinity of Busselton Jetty proceeding to a mark near the Bunbury harbour entrance then to a mark in the vicinity of Eagle Bay, with a finish near the Busselton Jetty. (Specific mark locations to follow as a part of the Supplementary Sailing Instructions (SSIs)). The course is approximately 80nm.

## **11 PENALTY SYSTEM**

- 11.1** RRS 44.1 is changed so that the Two-Turns Penalty is replaced by the One-Turn Penalty.

## **12 RISK STATEMENT**

- 12.1** RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. The Organising Authorities, their associates and appointees will not accept responsibility for material damage or personal injury or death or inconvenience sustained in conjunction with or prior to, during, or after the race. By participating in this race, each competitor agrees to release the race organisers from any and all liability associated with such competitor's participation in this event to the fullest extent permitted by law. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

## **13 INSURANCE**

- 13.1** Each participating boat shall be insured with valid third-party liability insurance with a minimum cover of \$10 million per incident or the equivalent.

## **14 FURTHER INFORMATION**

- 14.1** For further information please contact [alison.stock70@gmail.com](mailto:alison.stock70@gmail.com).