

Notice to Competitors

2018 19 NSW CHERUB STATE CHAMPIONSHIP

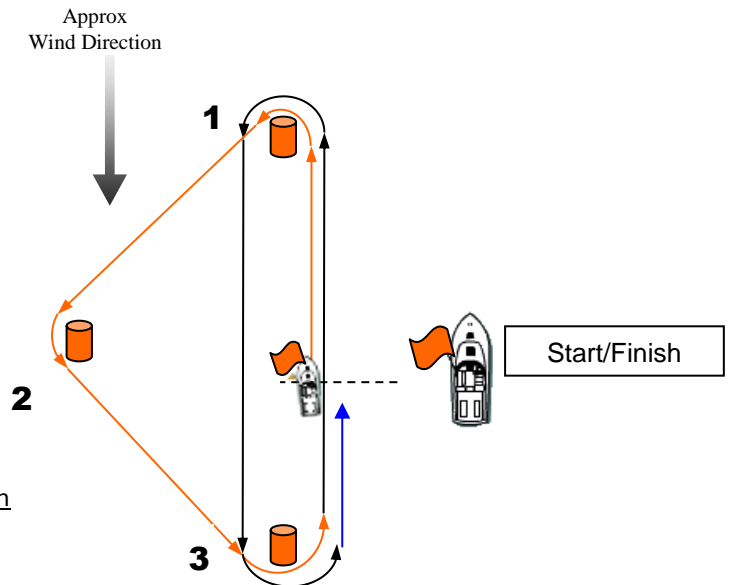
Round 3 - Vaucluse

COURSE

Start - 1 - 2 - 3 - 1 - 3 - Finish

Marks 1, 2 and 3 are to be left to port

NB: There is no requirement to sail through the start/finish when sailing between Mark 3 and Mark 1.



RMS Maritime - Yacht Person's Brief

1. Be Safe!
2. Observe Collision Regulations and in particular Rule 1 (b) and Rule 2(a)(b) i.e.: Nothing in these Rules shall exonerate any vessel, or the owner, master or crew thereof, from the consequences of any neglect to comply with these Rules or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case. In complying with these Rules due regard shall be had to all dangers of navigation and collision and to any special circumstances, including the limitations of the vessels involved, which may make a departure from these Rules necessary to avoid immediate danger. What this means is that if you're about to be involved in a collision, having stood on or given way in accordance with the Rule; every party involved is responsible in taking avoiding action to prevent a collision.
3. Local Rules require sail craft to keep out of the way of ferries displaying the orange diamond. When necessary (after hearing 5 Short blasts) give priority to the Ferry. Pass the ferry clear at least 200m ahead and 30 m either side and astern.
4. Be mindful of larger ships' bow flare. When closing any vessel, to prevent being overrun, ensure that you remain within sight of the officer of the watch on the vessel's bridge. Beware of overhanging bows and other parts of ship that might obstruct this line of sight. This means that your vessel may disappear from sight inside 200-400 m from the bows of very large ships.
5. For coaches – You must not lay buoys in the main shipping channels. Your vessel should be registered otherwise if involved in an accident you may not be covered by insurance and there could be severe penalties arising under NSW Law.
6. Shipping Sound Signal Meanings: One short blast – I am altering course to starboard (right). Two short blasts – I am altering course to port (left). Three short blasts – I am operating engines astern (stopping). Five (or more) short blasts - I'm unsure of your intentions and I doubt whether you are taking enough avoiding action to avoid collision.
7. When not racing keep at least 200 m clear of any ferries displaying the Orange Diamond.

Harbour Safety - Ship & Ferry Activated Exclusion Zone

- 1 Competitors shall comply with the Navigation Collision Regulations of NSW. These regulations permit ferries flying the orange diamond priority over sail.
- 2 Competitors shall not interfere with inbound or outbound shipping.
- 3 To comply with Instructions 29.1 and 29.2, competitors shall keep 200m clear ahead and 30m from the sides and stern of ferries and naval shipping navigating the port, and 500m clear ahead and 30 m from the sides of commercial shipping. A RMS Maritime or Sydney Harbour Ports vessel may escort a vessel from a position ahead of the vessel. Refer to Diagram A illustrating this exclusion.
- 4 Competitors shall not loiter in the Eastern or Western navigation channels, the regular ferry lanes, nor near heavy traffic areas such as Steele Point, Chowder Head and Georges Head whilst not racing. Competitors shall not approach within 50 metres of Naval property, such as Chowder Bay wharf.

Diagram A

