

Sydney Amateur Sailing Club**Gaffers Day – Sunday 11th October 2026**

The Organising Authority (OA) is the Sydney Amateur Sailing Club SASC.

1. NOTICES TO COMPETITORS

- 1.1. Notices to competitors will be placed on the online notice boards in SailSys and on the SASC website.
- 1.2. A list of entries will be available to all entrants, via SailSys no later than Friday 9th October at 3pm
- 1.3. Entries and results will be posted on the SailSys website site.



2. STARTING TIMES AND SIGNALS.

- 2.1 The scheduled time of the warning signal for each division and the respective warning flags will be:

WARNING SIGNAL	START TIME	DIVISION	FLAG DISPLAYED
12:55 (W)	13:00	Couta Boats (Scratch Start)	W
13:00 (V)	13:05	Ranger and Historic Skiffs (Scratch Start)	V
13:05	13:10	All Other Divisions (Pursuit Start). Yachts are to start on their allocated time	

3. COURSES.

- 3.1 The courses are detailed as follows:

COURSE	DIVISION	START	ROUNDING MARKS	FINISH
(A)	Gaff1, Ranger, Couta Historic 18	Athol Bight	N3(P)-CB-BB-EC-SM-N3	Athol Bight
(B)	Gaff 2, Cygnet	Athol Bight	N3(P)-CB-SM-N3	Athol Bight
(C)	Bermudian Division1 Metre Boat, E30	Athol Bight	N3(P)-OB-LB-SM-BB-EC-SM-N3	Athol Bight
(D)	Bermudian Division2	Athol Bight	N3(P)-BB-EC-SM-N3	Athol Bight

4. MARKS AND BOUYS

- 4.1. Marks and buoys are as described at the end of this document.
- 4.2. Boats shall proceed to all marks of the relevant course in the order listed and leave each mark on the required side.
- 4.3. All marks are to be left to STARBOARD unless the mark is suffixed (P), which indicates the mark is to be left to PORT.
- 4.4. **Shark Mark (SM)** – Rounding of AS Shark Mark (SM) implies rounding of Shark Island. For example, if approaching SM from the west, you must pass Shark Island Light to starboard and then SM to starboard. From any direction you must sail around Shark Island, SM in a clockwise direction. See 5.1.3 for further details.



5. AREAS THAT ARE OBSTRUCTIONS

5.1 The following areas are prohibited and deemed to be continuing obstructions. Boats infringing this rule will be subject to protest:

5.1.1 **Cardinal Marks** – the areas bounded by cardinal marks.

5.1.2 **Moorings** – mooring areas. Naval and shipping moorings are excluded from this clause.

5.1.3 **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).

5.1.4 **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.

6. ASSISTANCE IN RECORDING STARTERS

6.1 On the morning of the Gaffers Day race, SASC will send an SMS message to all nominated skippers to sign-on (via SailSys) for the race. The options are **Yes/No** to compete in the race. This assists the starters to record which boats are racing for the day.

6.2 Boats are requested to sail past the starboard side of the committee vessel with their sail number visible prior to their starting sequence to assist race officials identifying starters in all races. In so doing, boats must keep clear of boats already in their starting sequence.

7. THE START

7.1 The starting line will be in Athol Bight.

7.2 The starting line will be between the signal mast displaying an **ORANGE** flag on the committee vessel and the course side of an orange inflatable mark with black SASC lettering.

7.3 Boats whose warning signal has not been made shall keep clear of the starting area

7.4 It is the obligation of each skipper to identify the correct location of the committee vessel.

7.5 Other starting and finishing lines –boats shall endeavour to not sail through the starting or finishing lines of another club's race.

8. RECALLS

8.1 There will be no recalls. Boats over the line before the start signal may be recorded as OCS.

9. BOATS RETIRING

9.1 (DP) Boats retiring from a race shall notify the Committee Vessel by direct contact or on **VHF channel 72** or by phoning the starter's mobile 0419 625 883.

10. THE FINISH

10.1 The finishing lines will be in Athol Bight.

10.2 The finishing line will be between the signal mast displaying a **BLUE** flag on the committee vessel and the course side of an orange inflatable mark with black SASC lettering.



10.3 The finishing line must be crossed in the direction from the last mark.

10.4 The Committee vessel will be at the **PORT end** of the line.

11. TIME LIMIT

11.1 The absolute time limit for all races will be 15:30 hours.

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

12. RESPONSIBILITIES

12.1 Risk Warning –

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. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

12.2 Competitors Declaration — It is the responsibility of owners and skippers to ensure that each boat nominated complies with the ‘rules’ as defined in the RRS. The owner or person who enters the boat declares to the OA that the nominated boat will always while racing comply with the requirements of Australian Sailing, the NoR and the SI and that the owner or person who enters the boat:

12.2.1 Warrants to the OA that he or she will draw the attention of any person who competes on the boat the subject of the entry in any event conducted by the OA to the risk warning above, and

12.2.2 Acknowledging receipt of the risk warning above and releasing the OA, the RC and other race officials from any claim or liability whatsoever for any harm or personal injury suffered by him or her, or by any person claiming through him or her, in any event conducted by the OA, and

12.2.3 Acknowledges the OA, the RC and other race officials are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment, and

12.2.4 Warrants all those taking part in these races are reminded of their obligations as set out in the Australian Sailing Special Regulations clause 1.02 Responsibility of the Person in Charge.

13. INSURANCE

13.1 Boats shall have adequate current third-party property liability insurance cover and third-party personal liability insurance cover of not less than \$10,000,000 (ten million) for each separate incident. All insurance cover shall be maintained during the period of racing, and it is the owner’s responsibility to ensure a current Certificate of Currency is lodged on SailSys.