

The Royal Prince Alfred Yacht Club (RPAYC)

Conditions of Entry Person-In-Charge Declaration Form



The Owner / Person-in-Charge declares that the RPAYC Conditions of Entry details have been read understood and will be complied with at all times. This declaration must be submitted in hardcopy or electronically to the RPAYC Sailing Office (sailing@rpayc.com.au or fax 02 9997 8620)

The RPAYC Club racing events are intended to provide fair competitive racing and to represent Sailing Excellence, to be good fun, promote wellbeing and comradeship. Participants should enjoy themselves but not at the expense of other Participants in Club Events and should at all times observe the World Sailing (WS) Racing Rules of Sailing, the Club's obligations in adhering to its Aquatic Licence issued by Roads and Maritime Services NSW (RMS), the Sailing Instructions and display good sportsmanship in order to promote the sport of Yachting.

Participants should be aware that participation in the sport of yachting exposes participants to many inherent risks as a result of which personal injury (and sometimes death) can and does occur.

Sea and wind conditions may be hazardous; exposing Participants to injury (or death) and include drowning, hypothermia, loss of fingers and limbs, head and spinal injuries, broken bones, cuts, abrasions, sunburn and rope burns. Participants must take care especially when in the vicinity of or when rounding buoys during Club Events and at all times take reasonable care to avoid injuring other Participants. Nevertheless Participants should be aware that collisions between boats can and do occur during Club Events.

Particular attention is drawn to the Racing Rules of Sailing (RRS) 1 to 5 and your participation is accepted on the basis that you are confident that you understand of these [Fundamental Rules](#).

Person in Charge

As per RRS 46, a boat shall have on board a person in charge designated by the Member (Owner) that entered the boat. The Person-in-Charge of a boat is deemed to be responsible for the actions of the boat and its crew as a Condition of Entry.

The following items represent the obligations, awareness and rules that all Owners and/or Persons-in-Charge of a vessel must acknowledge that they have read, understand and shall follow when competing in a RPAYC event.

RMS Requirements & RPAYC Aquatic Licence Conditions

All navigational marks shall be passed on their designated side. In accordance with RMS Regulations, race participants must keep at least 50 metres distant off all structures or mooring areas when manoeuvring in the start area of a race.

The area of water between the registered moorings (including Police or NSW Maritime moorings) and the adjacent shoreline inside Pittwater including Scotland Island shall be considered as PROHIBITED WATER (i.e. continuing obstruction) for boats that are racing.

All yachts must abide by traffic directions if given by NSW RMS Boating Service Officers. Any yacht directed to stop or alter course by NSW RMS Boating Service Officers as a result of an anticipated breach of the Maritime rules, incident/collision or complaint shall do so immediately.

Any yachts reported by NSW Roads and Maritime Services (RMS) as having contravened RMS regulations shall be disqualified without a hearing (amends RRS 63.1). Any alleged infringement of this clause shall not be grounds for protest by another competitor.

The attention of any competitors, involved in an accident, is drawn to the legislative requirements of NSW Roads and Maritime Services as published in [the RPAYC Sailing Handbook](#).

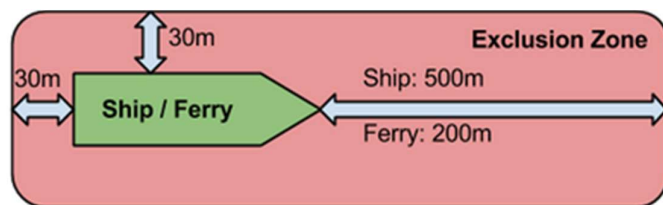
Competitors are required to notify the Sailing Office of any incident occurring during racing whether or not it results in a Race Protest or a report to NSW Roads and Maritime Services. RPAYC is obliged under the terms of its Aquatic Licence to prepare a report of all contact incidents occurring during racing whether or not it results in a Race Protest or a report to NSW Roads and Maritime Services.

Ship and Ferry moving exclusion zone:

- In accordance with RMS Regulations, race participants must keep at least 50 metres 'distant off' from any mooring or structure) when in a manoeuvring/race start area.
- Competitors must keep clear of commercial shipping and ferries. An active exclusion zone exists around ships and ferries that extends 30m to either side; 30m from the stern; 200m ahead of a ferry and 500m ahead any ship.

Do not pass between a ship and an escort vessel.

- Racing gives no special rights over non racing boats. If a boat does defer to a racing boat, it is only a courtesy and one which is less likely to be extended if there are no thanks or a pre-emptive shout of "racing"!



**YOU'RE THE SKIPPER
YOU'RE RESPONSIBLE!**

- Competitors should be considerate of other water users and other clubs' racing activities. For example they should not sail through an active starting or finishing line be it an RPAYC event or that of another club.

RPAYC Rules and Regulations

I have read understand the following:

Incident Management Awareness

The suggested procedure to follow in handling an incident on water.

- If an incident that requires emergency assistance, contact Emergency Authorities on **000 or VHF 16**. Follow the instructions of the operator and keep them up to date with the situation. Refer to [Sailing Handbook, Emergency Response and Notification of Incidents](#) for full details.
- State the nature of the incident and if assistance is required.
- If medical treatment is required the operator will direct an ambulance to the most suitable location, if multiple injuries all patients to go to the one location.
- Contact the Race Management Team of your course area on VHF 77 or 72.
- Advise the Race Management Team and Club House of the situation, and update ALL with the status of the incident.

Special Regulation Audits

- To be eligible to compete my yacht must have the appropriate Australian Sailing Special Regulation Compliance Form, signed by an accredited RPAYC Club auditor. This form must be submitted to the Sailing Office prior to the commencement of racing.
- It is the competitor's responsibility to keep their vessel compliant throughout the season. RPAYC does not certify the seaworthiness or suitability to race of any boat. The owner/charterer/Person-in-Charge warrants the suitability of his/her boat for all Club Events the boat participates in.

Radio Requirements when racing

- That boats racing in club events must carry either an installed or portable VHF radio. The radio must be serviceable, switched ON, and be tuned to VHF Channel 77 or for boats entered in the Saturday Mini Series tuned to VHF Channel 72. Operators must hold a marine radio operators Licence (SROCP).

Anchors

- That it is *recommended* that where possible bow anchors are removed and stored securely whilst racing.

Confirming your intention to race

- Boats shall report to the Committee Vessel prior to the Warning Signal with mainsail hoisted to confirm its intention to race. In doing so a yacht shall not sail through the Start Line while the start boat is on station.

Starting

- Prior to her Preparatory signal, a boat shall keep clear of the starting line and all boats about to start or which have started. Attention is drawn to RRS 24.

Retiring

- That a boat retiring (RET) from a race shall advise the Committee Vessel no later than the time limit of the race.

Arbitration & Protests

- That should all parties agree, an arbitration hearing may be conducted for all protests lodged in accordance with RRS 61 that allege an infringement of RRS Part 2 or Part 4. Such hearings shall be held as soon as possible and subsequent to a protest being lodged and prior to a protest hearing. The arbitrator shall decide the time and place of arbitration and such advice may be given orally. One representative of each boat shall attend the hearing and no witnesses shall attend. The arbitrator shall decide the manner in which testimony is given.
- Protests must be lodged at the RPAYC Sailing Office in accordance with RRS 61.2 and 61.3. For twilight races the protest time limit will be one hour after the protesting boat's finish time.

I have read understand the following:

- The RPAYC does not provide primary rescue services and while it will do all possible to assist, relies on emergency services to provide such support.
- The [Emergency Response and Notification of Incidents](#) for Competitors as published in the RPAYC Handbook.
- The need to give all crew safety briefings and to regularly practise drills *e.g. MOB, radio checks, first aid response*.
- The wearing of a Life Jacket is recommended when participating in open water Club Events and a Roads & Maritime (RMS) requirement at times of "**Heightened Risk**" or required when Code Flag Y is displayed from the Committee Vessel.
- Any person under the influence of alcohol or affected by any other deleterious substance must not participate in any Club Event.
- The requirement that all regular crew are current members of Australian Sailing or a World Sailing (WS) approved affiliation.
- Awareness of the Racing Rules of Sailing, in particular [Part 1 Fundamental Rules and Part 2 WHEN BOATS MEET](#). (By attending a RRS training session, crew can discuss these rules in greater details).

- "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone" and Australian Sailing Special Regulations 1.02.1 which states inter alia that: "The safety of a boat and her crew is the sole and inescapable responsibility of the Person-in-Charge (refer to RRS 46).
- I agree to be bound by the Racing Rules of Sailing, the Prescription and Special Regulations of Australian Sailing, the Notice of Race, the Sailing Instructions and all other rules that govern the Club Events.
- The International Collision Regulations (COLREGs) apply when not 'racing' and when a boat sailing under the RRS meets a vessel that is not.
- I am aware of THE ROYAL PRINCE ALFRED YACHT CLUB's ("Club") [Notice to Participants](#) ("Notice") as published in the Sailing Handbook.
- I will make my crew aware of these Conditions.

World Sailing (WS) Racing Rules of Sailing

I have read and understand the following as published on the Australian Sailing website: <http://www.sailing.org.au/sport-services/racing-rules/> Racing Rules of Sailing and Australian Sailing Prescriptions and Addenda:

PART 1 [FUNDAMENTAL RULE](#) (page 10)

[Rule 1 SAFETY](#)

[Rule 2 FAIR SAILING](#)

[Rule 3 ACCEPTANCE OF THE RULES](#)

[Rule 4 DECISION TO RACE](#)

[Rule 5 ANTI-DOPING](#)

PART 2 [WHEN BOATS MEET](#)

[The rules of Part 2 apply between boats that are sailing in or near the racing area and intend to race, are racing, or have been racing. When a boat sailing under these rules meets a vessel that is not, she shall comply with the International Regulations for Preventing Collisions at Sea \(IRPCAS\) or government right-of-way rules.](#)

International Regulations for Preventing Collisions at Sea 1972 (COLREGs)

The [COLREGs](#) outline internationally agreed rules for safe navigation, including 'give way' rules between vessels and other requirements for safe conduct including the requirement to keep a look out, travel at a safe speed, and how to operate vessels in narrow channels. The [COLREGs](#) also outline the requirements for vessels operating in restricted visibility including lights, shapes and signals to be used to prevent collisions.

Person -in-Charge acknowledgment:

_____	_____ / _____	_____ / _____	_____
(Boat)	(Name 1 & Contact)	(Australian Sailing # / Signature)	(Date)
_____	_____ / _____	_____ / _____	_____
(Boat)	(Name 1 & Contact)	(Australian Sailing # / Signature)	(Date)
_____	_____ / _____	_____ / _____	_____
(Boat)	(Name 1 & Contact)	(Australian Sailing # / Signature)	(Date)
_____	_____ / _____	_____ / _____	_____
(Boat)	(Name 1 & Contact)	(Australian Sailing # / Signature)	(Date)

OFFICE USE

Date received: _____ Sighted by: _____ (name)