

## **CODE OF CONDUCT FOR RACING**

Clubs, Sailing Secretaries and Race Officers when scheduling races and laying courses *shall* comply with the following Code of Conduct:

1. The Harbour is primarily a recreational harbour, within which the racing of sailing craft within the harbour is reserved for dinghies, (day) keelboats and sailboards. Race Officers shall always be mindful of non-racing craft using the harbour. This reflects established policy which has been adopted for many years, and now forms part of the Harbour's Port Marine Safety Code.
2. Cruiser racing shall normally take place outside the Harbour Limits. However between 1 October and 31 March when there is inclement weather, and there will be no conflict with dinghy, (day) keelboat, and/or sailboard racing, such racing may take place in the Harbour. The onus of responsibility shall lie with any Cruiser Race Officer to ensure that any proposed cruiser racing does not conflict with any dinghy/keelboat/ sailboard racing from any Club.
3. Sports boats and large 'skiff type' yachts (as currently defined in RORC rules) are treated similarly to cruisers.
4. The racing of multi-hulls is not deemed appropriate for the Harbour, and no Club shall promote, sponsor or encourage this type of racing within the Harbour. The Challenger trimaran is permitted as a concession to allow sailors with disabilities to enjoy racing.
5. Race Officers are to be reminded of the potential dangers and conflicts of setting courses which will take racing dinghies/keelboats through the East Head anchorage, particularly on hot sunny weekends in the summer months when this venue is extremely popular.
6. Race Officers shall consult the Federation Fixture List and, if necessary, consult with other Clubs to avoid clashes between racing fleets.
7. With the exception of CHI and HARD when being used for cruiser racing, starting lines shall be laid clear of navigation and racing marks. Navigation or Federation Racing Marks shall not be used as one end of any start line.
- 8. Race Officers should try to avoid laying Committee Boat start lines across a main fairway, especially at peak traffic times, but in any event shall always ensure that any start (or finish) line does not prevent non-racing craft being able to pass in safety.**
- 9. Navigation marks (except MILL RYTHER, COPYHOLD and ROOKWOOD) shall not be used as turning marks.**
- 10. Federation Racing Marks with a designated rounding direction must be rounded in the direction as specified on page 19 of this Yearbook.**
- 11. Clubs proposing to use CHI, HARD, WE, and/or BAY should forewarn HISC of the rounding direction and the approximate time they will be used.**
12. During winter racing, courses should be set to minimise the disturbance to wildfowl. The upper reaches of the Harbour and shorelines, where wildfowl are resting, should be avoided.

## **NAVIGATIONAL SAFETY GUIDANCE FOR RACING VESSELS**

The International Regulations for Preventing Collisions at Sea (IRPCS) apply to all vessels and take priority over the ISAF Racing Rules of Sailing.

High-speed sailing dinghies should have due regard for slow moving vessels which may be unable to respond in sufficient time to keep clear.

Racing helmsmen must resist the temptation to take any action which is contrary to the IRPCS in order to gain tactical advantage over other competitors. For example, passing too close to a non-racing vessel, not making your intention clear and leaving avoiding action too late.

### **NON-PAYMENT OF HARBOUR DUES**

The Federation recommends Clubs to withhold all prizes from yachts who have not paid.