

WARNE
SHIELD



COCKBURN
CUP

FREMANTLE > ROCKINGHAM > FREMANTLE

Cockburn Cup 2022

19th February 2022

Supplementary Sailing Instructions



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Originator/Approved	Sailing Office	Inshore Race Team
Document Name:	Cockburn Cup 2021 SSI	

**REVISION HISTORY**

Rev	Description
1	Issued for Use
1.1	Issued for Use
1.2	Issued for Use
1.3	Issued for Use

RECORD OF AMENDMENT

It is certified that the amendments listed below have been incorporated in this copy of the publication.

No	Section	Para No	Description of changes
1	5	5.1	Combined warning signal removed – two Warning signals
2	5	Table	J&M Division Naval Flag changed to 6
3	6.1	Table	Southern Flats beacon corrected to Southern Flats East Cardinal Marker

ORGANISING AUTHORITY:

Fremantle Sailing Club

RACE COMMITTEE:

The Race Committee comprises:

Colin McDougall (Principle Race Officer) - 0427 746 681

Inshore Captain Alan Andersen

Chris White (FSC Sailing Manager) - 9435 8817

RACE OFFICE:

FSC Success Race Team (VHF)

FSC Radio Room Ph: 9435 8855



1 COVID-19 REGULATIONS

- 1.1 The racing will be conducted in accordance with Federal & State legislations relating to COVID-19.
- 1.2 Skippers are responsible for deciding whether to participate or not, and for compliance with all applicable rules and regulations, including all COVID regulations.

2 RULES

- 2.1 The rules will be those prescribed by the current Racing Rules of Sailing (RRS) and Fremantle Sailing Club Inshore Sailing Instructions 2021 - 2024 and these Supplementary Sailing Instructions govern the race.

3 SAFETY

- 3.1 Safety Category 6 will apply. **NOTE: All Competing yachts shall sign on with FSC Inshore Race Control on Channel 72.**

4 COCKBURN CUP RULES




The Cockburn cup is a team's race run by Fremantle Sailing Club.

- Each boat shall race with their current PHS club handicap.
- The result will be based on the Performance against handicap [PD] for each boat on the day.
- The four top boats Performance against handicap [PD] from each club shall score towards the result.
- Eight boats to be listed based on their Performance against handicap [PD] first and so on down to the eighth.
- Low Point Scoring System to be applied to the list of eight on Performance against handicap [PD]
- The club with the lowest score will win the Cockburn Cup.

5 WARNING SIGNALS

- 5.1 Warning signals for divisions as below.

COCKBURN CUP

Division	Warning Signal	Class Flag
J&M	1325	Naval Numeral 6 
Division 2		Naval Numeral 2 
Division 1	1340	Naval Numeral 1 



6 COURSES

6.1 The course details provided below apply to all Divisions.

COCKBURN CUP

Course 1 - Naval Numeral Pendant 1	
The Start line shall be an imaginary line between an Orange flag displayed on the staff of the Race Committee boat and the port end Starting Mark. In the vicinity of TCYC Race Mark D, Position 32 15.590 S 115 43.640 E A clearance buoy may be attached by a line from the Race Committee Vessel and must be left to Starboard. The penalty for hitting this buoy is in accordance with R.R.S Rule 31.	
Leave Southern Flats East Cardinal Marker Position 32° 15.178' S 115° 43.454'E	Port
FSC Mark H Position 32 06.700 S 115 42.250E	Starboard
FSC mark S Position 32 05.127 S 115 41.789E	Starboard
FSC Mark W Position 32 04.000 S 115 41.600E	Starboard
The Finish Line, FSC mark L Position 32 03.800 S 115 43.500E	Starboard

7 COMMERCIAL SHIPPING

7.1 Yachts shall move out of the Cockburn Sound Channel well clear of any approaching commercial vessel. Your attention is drawn to the Inshore Racing Sailing Instruction Paragraph 7. Please read it carefully.

8 TIME LIMIT

8.1 Boats that do not finish by 17:00pm will be scored DNF.

9 ANNOUNCEMENT OF RESULTS

9.1 Warne Shield results will be processed and announced together with the Cockburn Cup results at FSC following the conclusion of these races. (approximately 1700 hours or 1 hour after the last boat has finished on the day of the event)

10 HANDICAPS

- 10.1 PHS handicaps to be issued by FSC.
- 10.2 PHS handicaps will distributed to skippers via email.

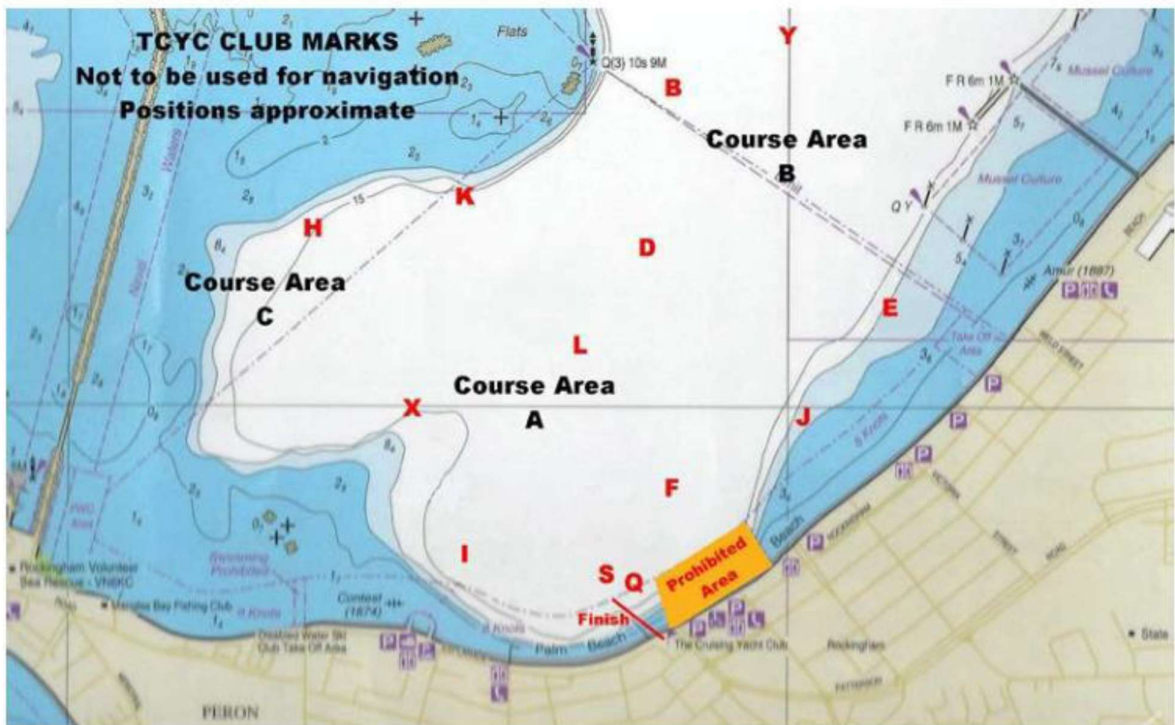


11 INCIDENT AND RACE CONTROL REPORTING

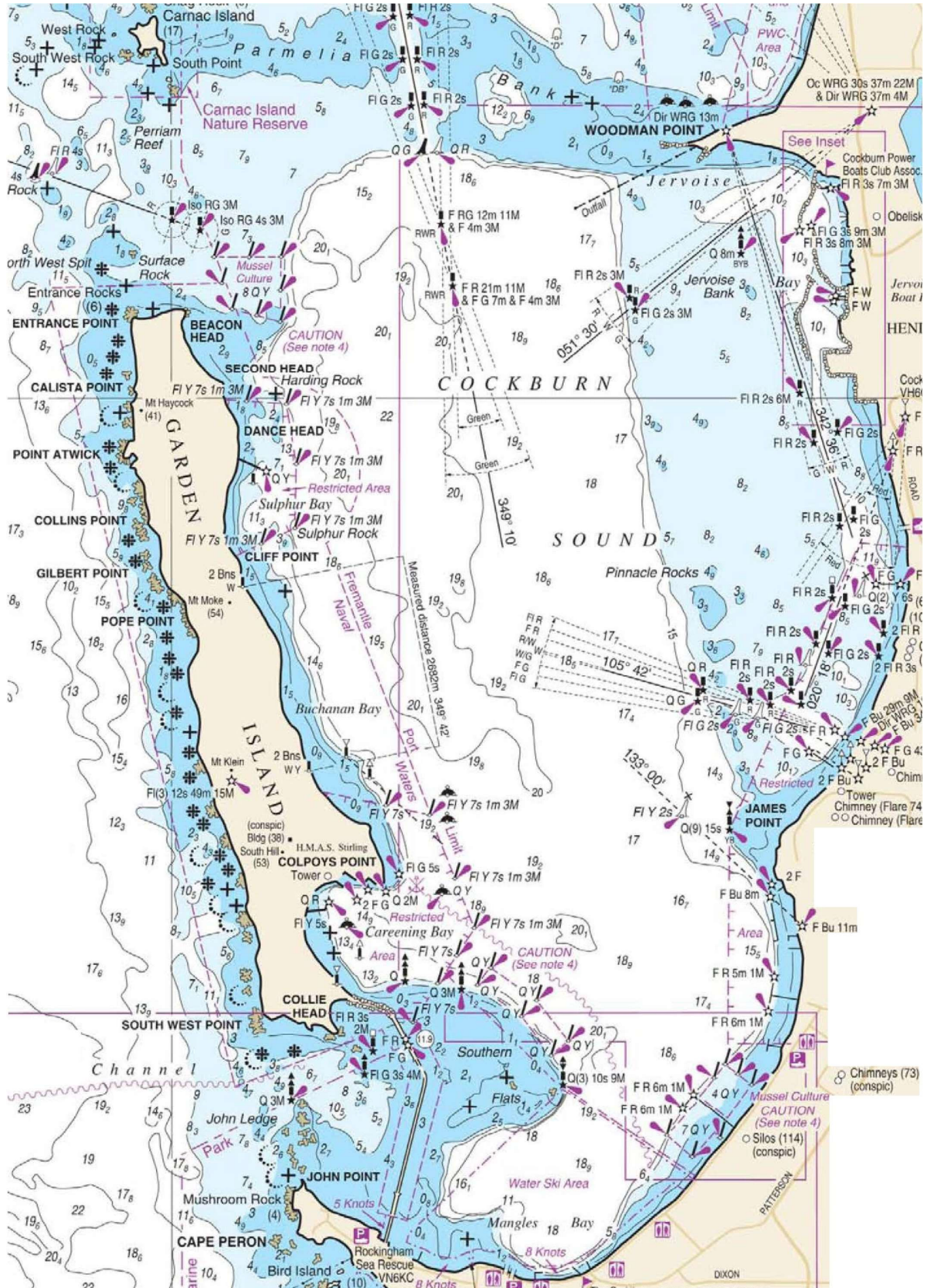
- 11.1 Whilst participating in any race organised by FSC there is a fundamental obligation to inform Race Control/Officer of incidents as soon as practical. An incident is any event where there is any damage or risk of damage to people, property, and/or the Club.
- 11.2 MOB Incidents must be reported immediately on VHF radio on the specified race channel to the Race officer on the start boat if the incident occurs at the start of a race, or to Race control on VHF radio if the incident occurs after the start boat has left the course.
- 11.3 Any accident, boat, or equipment failure that results in any of the following, and when the report may improve safety and reduce the likelihood of a recurrence then a formal FSC Incident Report needs to be completed.
- Injury that required professional medical attention
 - Incidents involving the need to inform Race Control such as; contact between boats, MOB, Grounding, structural failure
 - Failure of FSC's management systems that resulted in a materially worse outcome
 - Incident requiring outside assistance e.g. activation of a beacon / distress signal, Sea Rescue, 3rd Party to the event / race.
 - A near miss of any of the above. A near miss is considered as an incident where no property was damaged and no personal injury was sustained, but where given a slight shift in time or position catastrophic damage and/or serious injury easily could have occurred.

12 ATTACHMENT A

The Cruising Yacht Club (TCYC) Race Marks



Cockburn Sound Map



BUOY POSITIONS - Not to be used for Navigation

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For more information about charts visit www.hydro.gov.au **Note** - Banks and Depths are correct as at time of map production and are subject to variation.

