

WARNE SHIELD



COCKBURN CUP

FREMANTLE > ROCKINGHAM > FREMANTLE

Warne Shield 2022

19th February 2022

Supplementary Sailing Instructions



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Originator/Approved	Sailing Office	Inshore Race Team
Document Name:	Warne Shield 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	4	4.1	Combined warning signal removed – two Warning signals
2	4	Table	J&M Division Naval Flag changed to 6
3	5.1	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 WARNING SIGNALS

- 4.1 The Warning signals for divisions as below.

WARNE SHIELD

Division	Warning Signal	Class Flag
J&M	0840	Naval Numeral 6 
Division 2		Naval Numeral 2 
Division 1	0855	Naval Numeral 1 

PLEASE NOTE:

A light wind course is now available, please allow time to exit FSC and transit to FSC Mark S prior to warning as there will be no starting delay.



5 COURSES

5.1 The course details provided below apply to all Divisions.

WARNE SHIELD

Course 1 - Naval Numeral Pendant 1	
The Start line will be in conjunction with FSC Mark "L"	
Start at FSC mark "L"	Start
FSC Mark S	Port
FSC mark H	Port
Leave Southern Flats East Cardinal Marker Position 32° 15.178' S 115° 43.454'E Stay clear of prohibited area along the shore line	Starboard
TCYC Buoy "Q" [Approx. position 32S 16.4 115E 43.6]	Starboard
The Finish Line, crossing in a South Westerly direction.	Finish

Line set at approx. 90deg to the lay line to the following mark. Start in that direction.

Course 3 – Navel Numeral Pendant 3	
The Start line will be in conjunction with FSC Mark "S"	
Start at FSC mark "S"	Start
FSC Mark H	Port
Leave Southern Flats East Cardinal Marker Position 32° 15.178' S 115° 43.454'E Stay clear of prohibited area along the shore line	Starboard
TCYC Buoy "Q" [Approx. position 32S 16.4 115E 43.6]	Starboard
The Finish Line, crossing in a South Westerly direction.	Finish

Line set at approx. 90deg to the lay line to the following mark. Start in that direction.



6 TCYC JETTY FINISH LINE

- 6.1 The finishing line will be an imaginary line between the TCYC Finish Box on top of TCYC Club House and a white PVC Pole moored out from the end of the TCYC Jetty. Sail to mark "Q" keeping this to STARBOARD and then proceed to the finishing line.
(See Attachment A - The Cruising Yacht Club Finish Line)

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 12:30pm will be scored DNF.

9 MOORINGS

- 9.1 FSC Yachts will be allocated TCYC moorings whilst stopping at the Club for lunch. A shuttle service will collect sailors from the boats and take them ashore and bring them back to their boats in time for the Cockburn Cup Return Race.

10 ANNOUNCEMENT OF RESULTS

- 10.1 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)

11 HANDICAPS

- 11.1 PHS handicaps to be issued by FSC.
11.2 PHS handicaps will distributed to skippers via email.

12 INCIDENT AND RACE CONTROL REPORTING

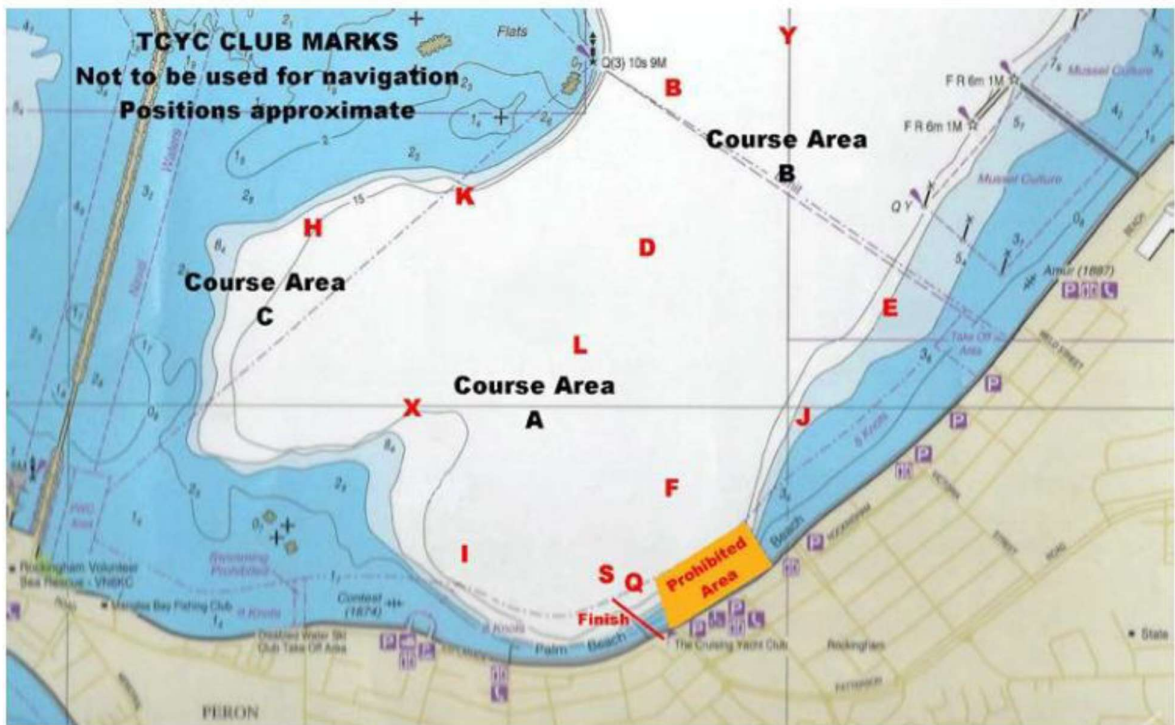
- 12.1 Whilst participating in any race organised by FSC there is a fundamental obligation to inform Race Control/Officer of incidents as soon as practical. An incident is any event where there is any damage or risk of damage to people, property, and/or the Club.
- 12.2 MOB Incidents must be reported 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.
- 12.3 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.



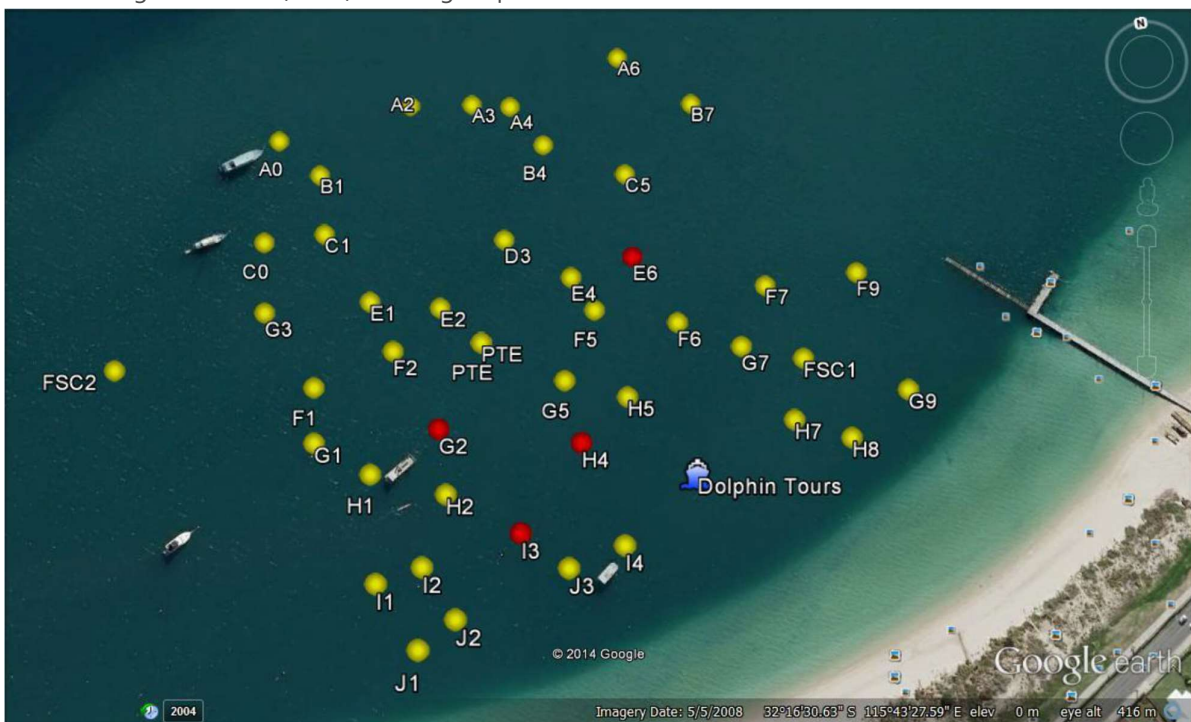
- Injury that required professional medical attention
- Incidents involving the need to inform Race Control such as; contact between boats, MOB, Grounding, structural failure
- Failure of FSC's management systems that resulted in a materially worse outcome
- Incident requiring outside assistance e.g. 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.

13 ATTACHMENT A

The Cruising Yacht Club (TCYC) Finish Line



The Cruising Yacht Club (TCYC) mooring Map



Moorings will not be allocated to specific yachts. Please use discretion when selecting a mooring allow for the amount of swing you need.

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.

