



STAGE & STUDIO PRODUCTIONS

# TERRY FISHER

21ST ANNIVERSARY OF DOUBLE-HANDED SAILING


**2021 - 2022 RACE DATES**

Race 1	05.12.21	Race 4	20.03.22
Race 2	23.01.22	Race 5	24.04.22
Race 3	13.02.22	Race 6*	22.05.22

\* CLOSING PARTY & SERIES PRESENTATIONS

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Originator/Approved	Sailing Manager C. White	AW / Offshore Section
Document Name:	Stage & Studio Productions Terry Fisher 2021-2022 Series	



REVISION HISTORY	
Rev	Description
A	First internal review
1	Issued for Use
1.1	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	14.1	1	2020-2021 Event Date Changes
2	App 3	1	2020-2021 Passing of marks included
3	App3		2021 – 2022 Course review and amendments
4	12		Change last race date
5	12		Race 3 date corrected



## 1 RULES

- 1.1 The racing will be governed by the Rules as defined in The Racing Rules of Sailing (RRS) and these Sailing Instructions.
- 1.2 Australian Sailing Special Regulations (ASSR) Part 1 for Racing Boats shall apply.
- 1.3 Races are designated ASSR Category 6 modified by this NoR/SI 4 below.
- 1.4 Appendix T – Arbitration shall apply.
- 1.5 The Time Correction Factor (TCF) handicap system will be used for the series.
- 1.6 IRC Division will not be in the prize pool

## 2 ADVERTISING

- 2.1 Boat names and any advertising shall not be in conflict with Fremantle Sailing Club's sponsors and shall be in accordance with acceptable public standards.

## 3 SAFETY REQUIREMENTS

- 3.1 Competing yachts are required to:
  - 3.1.1 Carry a VHF Radio and log on by radio to Fremantle Race Control on VHF 72, before the start of the first fleet and there is no need to log off after the race, crossing the finishing line will suffice.
  - 3.1.2 Maintain a constant dual listening watch on VHF 72 and 16 whilst on the water.
- 3.2 Boats that retire prior to starting or during a race shall notify Race Control by radio before leaving the race area.
- 3.3 Races shall be conducted under Category 6 in accordance with AS Special Regulations (ASSR) modified as follows:
  - 3.3.1 When a boat is unable due to its design to satisfy Category 6 requirements, or is compliant with Category 6 or better, but without lifelines as described in ASSR Part 1, Section 3.12 and Section 5.01.1(g), they shall comply with the requirements of RRS 40 and all members of the crew shall wear a PFD1 or PFD2 (Buoyancy Aid) at all times while racing, without the need to display the Y flag.
- 3.4 All Boats that are racing with only two persons on board shall wear a PFD at all times.
- 3.5 All Boats: When the "Y" flag is displayed; (a) on the notice board, (b) main flag mast on the lawn or (c) the start boat prior to the first race warning of the day, all competitors shall wear PFD's when racing. RRS 40 is changed accordingly.
- 3.6 EPIRB - All boats are required to carry an EPIRB as per DoT regulations.

## 4 FSC SAILING SAFETY / INCIDENT REPORTING

- 4.1 Whilst participating in any sailing activity 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.
- 4.2 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.

## 5 ELIGIBILITY

- 5.1 Prior to competing in their first race for the series, a competitor shall submit to the Sailing Office a current Australian Sailing Equipment Compliance Form signed by an accredited Equipment Auditor. Failure to comply will result in being scored "Did not Compete" (DNC).
- 5.2 Minimum Crew - A boat shall have a minimum of two crew inclusive of the helmsman and each capable of sailing the boat.
- 5.3 Boats competing in FSC events shall be on the register of a club affiliated with Australian Sailing and shall comply with the fire and safety requirements of the Fremantle Sailing Club.
- 5.4 Division 3 and 4 (Jib and Main) shall use working foresails so as the luff is attached along the forestay(s).

## 6 ENTRIES

- 6.1 Boats shall nominate for the series via the online entry form on the FSC Website. To be eligible for a result, entries must be made no less than two days prior to their first race. The Race Committee may approve late entries.
- 6.2 Boats registered for the series shall be entered into the TopYacht scoring system.
- 6.3 The Race Committee will assess entries, determine handicaps and allocate boats into appropriate divisions. Boats may not change divisions without written approval from the Race Committee
- 6.4 No race fees are payable by boats on the FSC register.
- 6.5 Visiting boats shall pay an entry fee of \$220, which entitles them to accommodation for their boat at FSC for the nights preceding and following each race.

## 7 INSURANCE

- 7.1 Each participating boat shall have a valid third-party liability insurance with a minimum cover of \$10 million for any one incident.
- 7.2 The insurance cover must be valid for participating in the various forms of racing conducted by Fremantle Sailing Club.
- 7.3 By completing the race nomination form and taking part in a race or event, Owners and/or the nominated Person in Charge are deemed to have made a declaration that they have such cover.



## 8 COMMERCIAL SHIPPING

- 8.1 Particular care in keeping clear of commercial shipping shall be exercised in the following areas (at least 50 metres distance from all ships):
- 8.2 at the entrance to Fremantle Harbour;
- 8.3 at the Northern Entrance to and in the Cockburn Sound Channel.
- 8.4 Boats subject of a complaint reported by Fremantle Ports will be "Disqualified" (DSQ) without a hearing. This changes RRS 63.1.
- 8.5 Damaging a Mark: Boats that damage a Fremantle Ports or DoT mark shall immediately notify the Fremantle Sailing Club's Harbourmaster of the date, time and the nature of the damage.
- 8.6 Any cost associated with or arising from an incident under this sailing instruction shall be borne by the owner or person in charge of the boat/s involved.

## 9 NOTICES TO COMPETITORS

- 9.1 Notices may also be placed on the Terry Fisher Series Section of the FSC webpage and be issued via email. All notices and series information may be found via [WWW.FSC.COM.AU/TERRYFISHER2021](http://WWW.FSC.COM.AU/TERRYFISHER2021)

## 10 CHANGES TO NOTICE OF RACE/SAILING INSTRUCTIONS

- 10.1 Any change to the NoR/SI's will be posted not less than 90 minutes before the scheduled start time of the first race of the day, except that any change to the schedule of races will be posted by 1800 hours on the day prior.

## 11 SIGNALS MADE ASHORE

- 11.1 Signals made ashore will be displayed on the main flag mast on the lawn at the western side of the Clubhouse.
- 11.2 When flag AP is displayed ashore, "one minute" is replaced with "not less than 45 minutes" in the race signal AP.

## 12 SCHEDULE OF RACING

- 12.1 Racing will be conducted in accordance with the FSC On Water Calendar 2021-2022.

Date	Race	First Warning Signal
Sunday 5 December 2021	Race 1	0900
Sunday 23 January 2022	Race 2	0900
Sunday 13 February 2022	Race 3	0900
Sunday 20 March 2022	Race 4	0900
Sunday 24 April 2022	Race 5	0900
Sunday 22 May 2022	Race 6	0900

- 12.2 The scheduled time of the warning signal for each Division is as follows:

Division	Time	Class Flag
Division 4 – Double Handed (J&M)	0900	Naval Numeral 4 
Division 3 – Fully Crewed (J&M)	0905	Naval Numeral 3 
Division 2 – Double Handed (with Spinnakers)	0910	Naval Numeral 2 
Division 1 – Fully Crewed (with Spinnakers)	0915	Naval Numeral 1 

## 13 DIVISION/CLASS FLAGS

13.1 Divisions set by the Race Committee will be sailing under their corresponding divisions Naval Numeral Flag

## 14 THE COURSES

14.1 The Courses to be sailed are as per following section Courses.

14.2 The number(s) of the course to be sailed will be signalled by the display on the committee boat of the corresponding International Numeral Pennant either before or with the Class/Division Flag at the warning signal.

14.3 In addition to the visual and sound signals required by RRS 32.2 & RRS Race Signals the information may be broadcast on VHF 72.

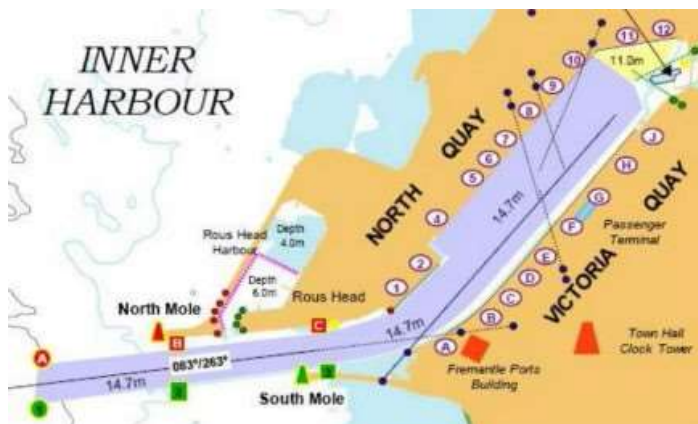
## 15 MARKS

15.1 Description and location of marks are described in following sections Race area, Mark Positions.

15.2 Temporary or replacement marks will be an inflatable Yellow buoy, or a pole displaying Code flag M.

15.3 If a mark of the course is missing or out of position and has not been substituted with a replacement mark, boats shall correctly round or pass (as appropriate) the position of the missing mark's stated location in the specified direction.

15.4 FREMANTLE HARBOUR ENTRANCE RESTRICTED AREA. While racing, boats shall not enter an area bounded by the lines joining Green No. 1 Harbour Entrance Buoy, Red "A" Harbour Entrance Buoy, Red "C" Harbour Entrance Beacon and Green No 3 Harbour Entrance Beacon. For the purpose of the RRS the area is an obstruction and the limit of safe pilotage.





## 16 THE START

- 16.1 The starting line will be located to the west of the Success Harbour breakwater, or as advised by VHF.
- 16.2 Races will be started by using RRS 26 with the warning signal made 5 minutes before the starting signal. Radio count down may be used for the convenience of the competitors, however errors in the broadcast or failure of a boat to receive the transmission shall not be grounds to seek redress. This changes RRS 62.1.
- 16.3 The starting line will be between a mast displaying an orange flag on the committee boat at the starboard end and an inflatable yellow buoy at the port end.
- 16.4 Boats whose warning signal has not been made shall keep clear of the starting area during the start sequence for other fleets.
- 16.5 After the start of each fleet, a broadcast may be made to all competitors that a 'clear start' was achieved.
- 16.6 Individual Recall - After the starting signal a broadcast may be made to all boats advising the sail numbers of those boats that have not complied with Rule 29.1. It is the responsibility of a boat to monitor the radio for this information. Failure of the Race Committee to make a broadcast or a boat to receive any broadcast will not be grounds for redress. This changes rule 62.1.
- 16.7 At the discretion of the race officer, a boat starting later than 9 minutes after her starting signal may be scored Did Not Start (DNS). This changes RRS 63.1 & A4

## 17 GENERAL RECALL

- 17.1 When a general recall is signalled the warning signal for the first recalled fleet will be displayed at the start signal for the last fleet in the sequence. Warning signals for other recalled fleets will follow in order thereafter. This changes RRS 29.2 and Race Signals.

## 18 THE FINISH

- 18.1 The finish line shall be between FSC Mark B at the starboard end of the line and a point on the shore in the proximity of the Bathers Beach House on the port end of the line.



## 19 TIME LIMITS

- 19.1 All divisions must finish by 14:00 or be declared 'Did not finish' (DNF). Any boat retiring prior to the end of the race must notify Race Control in accordance with Rule 4.2.



## 20 REDRESS

- 20.1 In addition to the requirements of RRS 61.1(a) the protesting boat shall, as soon as reasonably possible, inform the other boats by radio on VHF 72. This changes RRS 61.1(a).
- 20.2 Protests shall be in writing and be lodged with the Race Committee within 60 minutes after the finishing time of the last boat in the relevant fleet in its last race of the day. Protest forms are available at the notice board in the Clubhouse.

## 21 SCORING

- 21.1 The low points scoring system will be used.
- 21.2 Boats receiving a score of OCS, RET or DNF will receive a score of the boats that started the race in their division plus one (+1).
- 21.3 Yachts that do not appear at the starting area will be scored DNC which will be points equal to the total number of boats in their division for the series plus one (+1).
- 21.4 Yachts that log on and present to the starting area but retire at the start boat prior to the start will be scored RET. This changes RRS A5
- 21.5 Six (6) races constitute the Terry Fisher Series. Each boats score shall be the sum of her race scores on the following basis:
  - When 4 or less races have been completed in a series all races shall count
  - When 5 or more races have been completed a boat's series score will be the total of her race scores excluding her worst score.

## 22 ANNOUNCEMENT OF RESULTS

- 22.1 Results for the Terry Fisher races will be announced in the Sailors Bar around 3pm (typically) 60 minutes after the finish of the last boat of the fleet for the day.
- 22.2 Results will be posted on the website [WWW.FSC.COM.AU/TERRYFISHER2021](http://WWW.FSC.COM.AU/TERRYFISHER2021)

## 23 PRIZES

- 23.1 Prizes will be awarded in each division for FSC Club Handicap (TCF).
- 23.2 Overall prizes will be awarded to those fleets with 5 or more entries
- 23.3 Other prizes may be awarded at the Race Committee's discretion.

## 24 RADIO COMMUNICATION

- 24.1 Fremantle Race Control will monitor channel 72 and 16.
- 24.2 The primary race communication channel will be VHF 72.
- 24.3 Racing boats shall monitor VHF channels 72 and 16.
- 24.4 Boats retiring from a race – See 3.2





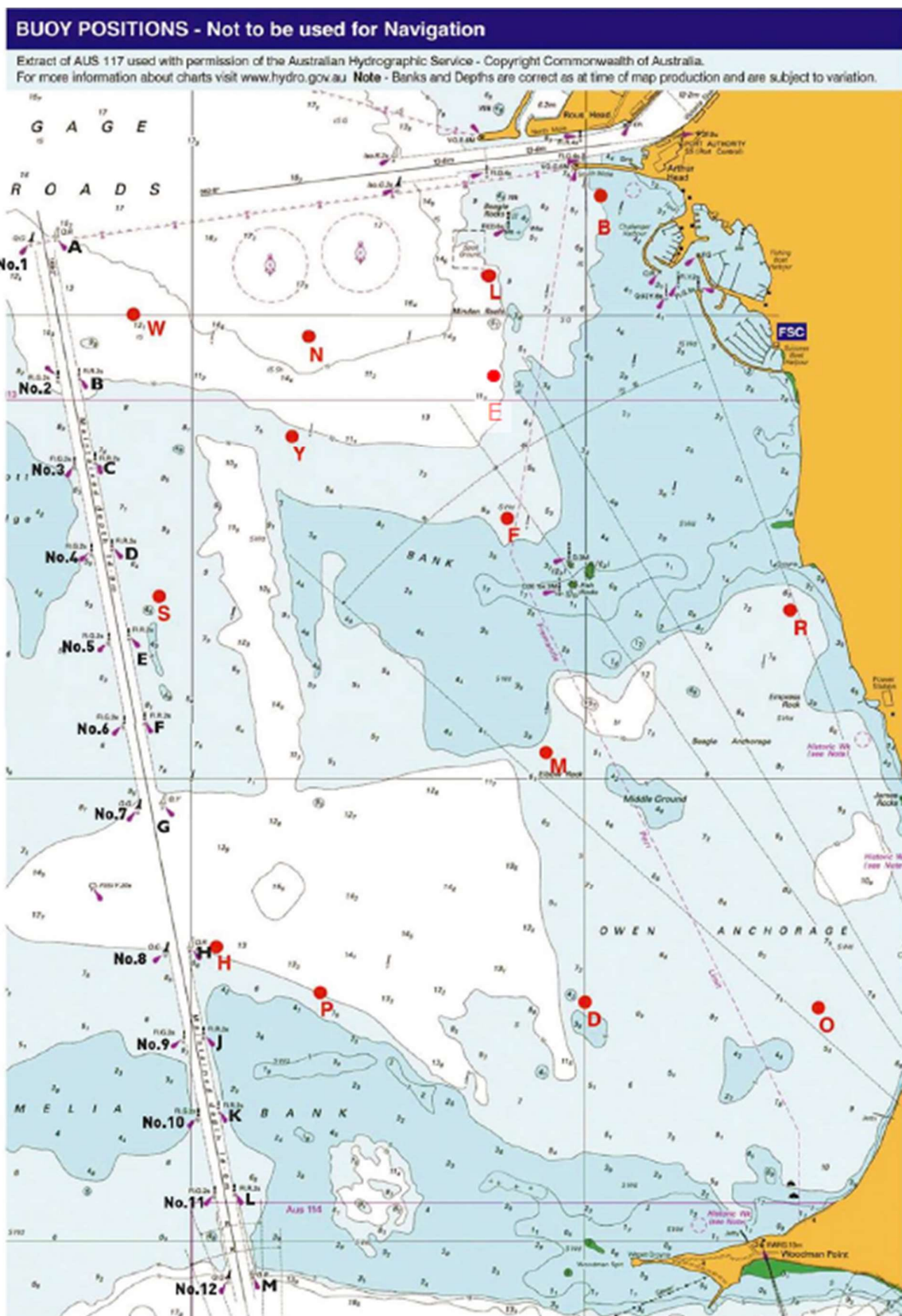
## 25 WARNING

- 25.1 Sailing and activities associated with it involve risks of personal injury, loss, damage and even death. The risks include but are not limited to, the risk of injury from collision, capsizing, falling overboard and impact with equipment. Any of these events can also result in death.
- 25.2 The risks involved in this activity are heightened by;
- Adverse weather conditions
  - Inadequate training
  - Fatigue
  - Inexperience
  - Failure to maintain the boat
  - Failure to supply and use the recommended safety equipment
  - Failure to observe the Rules, Regulations and Instructions.
- 25.3 This warning is given as a risk warning pursuant to Section 51 of the *Civil Liability Act 2002* (as amended). Having given this risk warning, the Organising Authority will not be held liable for any personal injury or death, however it may occur.

## 26 DISCLAIMER

- 26.1 Competitors participate in the regatta entirely at their own risk. See RRS 3, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.
- 26.2 None of the Organising Authority, their officers, members, volunteers, servants or agents accept any responsibility whatsoever in respect of loss of life, personal injury or damage to property which may be sustained by reason of their participation or intended participation in this event or howsoever arising in connection with the event.
- 26.3 Competitors provide their permission for any photograph or video taken during the course of a race to be used for purposes including but not limited to, public viewing, marketing/promotional material and web/social media. If a competitor does not want to provide their permission, they must advise the photographer.
- 26.4 Competitors provide their permission for the Offshore Captain to obtain and utilise their contact information collected from race/series registrations for the purpose of Race Management only.

## RACE AREA AND MARK LOCATIONS





## MARK POSITIONS

Note: Coordinates are taken from WGS84 Datum and formatted ddmddm

Buoy	Latitude	Longitude
B	32° 03.502'S	115° 44.055'E
D	32° 06.900'S	115° 43.800'E
E	32° 04.350'S	115° 43.550'E
F	32° 04.850'S	115° 43.600'E
H	32° 06.700'S	115° 42.250'E
L	32° 03.800'S	115° 43.500'E
M	32° 05.900'S	115° 43.800'E
N	32° 04.000'S	115° 42.600'E
O	32° 06.900'S	115° 45.000'E
P	32° 06.900'S	115° 42.700'E
R	32° 05.500'S	115° 44.900'E
S	32° 05.127'S	115° 41.789'E
W	32° 04.000'S	115° 41.600'E
Y	32° 04.600'S	115° 42.500'E

CSC Cockburn Sound Channel Marker; CPELM Challenger Passage Eastern Lead Marker, Mewstone Mewstone Day Buoy, WCSE Woodman Channel Starboard Entrance, JBNC Jervis Bay North Cardinal, Iso 11m Mark Isolated Danger Mark

Navigation Mark	Latitude	Longitude
Beagle	32° 03.6'S	115° 43.6'E
Mewstone	32° 05.2'S	115° 39.0'E
CPELM	32° 08.8'S	115° 40.2'E
WCSE	32° 09.4'S	115° 43.9'E
JBNC	32° 08.9'S	115° 44.9'E
Iso 11m Mark	32° 03.2'S	115° 40.7'E
CSC "A"	32° 03.7'S	115° 41.3'E
CSC No 9	32° 07.1'S	115° 42.0'E
CSC No 10	32° 07.5'S	115° 42.1'E
CSC No 12	32° 08.2'S	115° 42.2'E
South Transit 1	32° 08.7'S	115° 42.4'E
South Transit 2	32° 09.2'S	115° 42.5'E



## APPROXIMATE BEARINGS AND DISTANCE BETWEEN MARKS

### FSC Marks


FROM TO	Nm Brg	B	D	E	F	H	L	M	N	O	P	R	S	W	Y
B				1	1.4		0.6		1.3					2.2	1.7
				27	17		60		69					77	51
D											0.9	1.7	2.5		
											90	214	136		
E		1			0.5		0.6		0.9				1.7	1.7	0.9
		207			355		176		113				63	102	74
F		1.4		0.5			1.1		1.2					1.9	1
		197		175			175		135					117	105
H			1.3					1.5			0.4	2.6	1.6	2.8	2.1
			279					239			298	242	166	168	186
L		0.6		0.6	1.1				0.8				2	1.6	
		240		356	355				75				48	83	
M			1			1.5				1.4					
			0			59				315					
N		1.3			1.2		0.8						1.3	0.8	0.6
		249			315		255						31	90	8
O						2.3					1.9		3.3		
						95					90		123		
P			0.9			0.4		1.4				2.3	1.9		
			270			118		223				233	156		
R						2.6			1.4		2.3				
						62			357		53				
S		2.5	2.5	1.7		1.6	2		1.3	3.3	1.9			1.1	0.8
		230	316	244		346	228		211	303	336			172	229
W		2.2		1.7	1.9		1.6						1.1		1
		257		282	297		263						352		308
Y					1	2.1	1.2		0.6				0.8	1	
					284	6	227		188				49	128	


### Cockburn Sound

FROM TO	Nm Brg	Beagle	CPLEM	CSC 'A'	CSC '9'	CSC '10'	CSC '12'	ISO 11m	JBNC	Mew Stone	Sth Trans 1	Sth Trans 2	WCSE	FSC H	FSC M	FSC S	FSC W
Beagle																	1.7
																	077
CPLEM					2.1												
					231												
CSC 'A'																	
CSC '9'										3.2							
										127							
CSC '10'					0.4												
					168												
CSC '12'			1.8														
			070														
ISO 11m		2.5								2.5							
		279								036							
JBNC													1.0				
													059				
Mew Stone				2.5										3.1			
				232										299			
Sth Trans 1									2.1								
									275								
Sth Trans 2																4.1	
																172	
WCSE												1.2					
												100					
FSC H						1.5	3.7		3.1						1.5	1.6	1.6
						002	159		119						239	166	166
FSC M														1.5			
														059			
FSC S							2.1					4.1		1.6			1.1
							154					352		346			172
FSC W																1.1	
																352	





## COURSES


Course 1 				
Division		1 & 2	3 & 4	Rounding
Start @		Day Buoy	Day Buoy	
	FSC Mark	S	S	Port
	FSC Mark	H	H	Port
	FSC Mark	R	R	Starboard
	FSC Mark	D	D	Starboard
	FSC Mark	P	P	Starboard
	FSC Mark	O		Port
	FSC Mark	R		Port
	FSC Mark	D		Port
	FSC Mark	H		Starboard
	FSC Mark	S	S	Starboard
Finish @	FSC Mark	B	B	Starboard
NM		19	13.3	

Course 3 				
Division		1 & 2	3 & 4	Rounding
Start @		Day Buoy	Day Buoy	
	CSC	A	A	Port
		Mewstone	Mewstone	Port
	CSC	9	9	Starboard
	CSC	10	10	Starboard
		CPELM		Port
	CSC	12	12	Port
	FSC Mark	H *	H *	Starboard
	FSC Mark	S	S	Starboard
Finish @		B	B	Starboard
NM		17	14	


\* 'Pass H Mark to Starboard to avoid shallow water'

Course 4 				
Division		1 & 2	3 & 4	Rounding
Start @		Day Buoy	Day Buoy	
	FSC Mark	S	S	Port
	Sth Transit	2	2	Port
		WCSE	WCSE	Port
		JBNC		Port
	Sth Transit	1	CSC Mark M	Starboard
		H		Starboard
		D		Port
	FSC Mark	S	S	Starboard
Finish @		B	B	Starboard
NM		20.1	15.2	

Course 5 				
Division		1 & 2	3 & 4	Rounding
Start @		Day Buoy	Day Buoy	
	CSC	A	A	Port
		Mewstone	Mewstone	Starboard
		ISO 11m	ISO 11m	Starboard
	CSC	A	A	Starboard
	FSC Mark	H	S	Port
	FSC Mark	Y	Y	Starboard
Finish @		B	B	Starboard
NM		14	11	

Course 6 				
Division		1 & 2	3 & 4	Rounding
Start @		Day Buoy	Day Buoy	
	FSC Mark	S	S	Port
	FSC Mark	H	H	Starboard
		Mewstone	Mewstone	Starboard
		ISO 11m	ISO 11m	Starboard
	FSC Mark	H		Port
	FSC Mark	Y	** L	Starboard
Finish @		B	B	Starboard
NM		16.5	11.6	

\*\* 'Pass L mark to starboard'

Course 7 				
Division		1 & 2	3 & 4	Rounding
Start @		Day Buoy	Day Buoy	
		Beagle Rock	Beagle Rock	Port
		ISO 11m	ISO 11m	Port
		Mewstone	Mewstone	Port
	FSC Mark	H	H	Port
	FSC Mark	O		Port
	FSC Mark	S	S	Starboard
	FSC Mark	W	W	Starboard
		Beagle Rock	Beagle Rock	Starboard
Finish @		B	B	Starboard
NM		16.9	13	







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