



Tas Marine Construction

MYCT/LSC Winter Series 2022

SAILING INSTRUCTIONS

1. **SCHEDULE OF RACES**

Races are scheduled as follows:

10/04/22	Race 1	03/07/22	Race 4
15/05/22	Race 2	14/08/22	Race 5
12/06/22	Race 3	11/09/22	Race 6

2. **GROUPS**

Boats will be allocated to groups by the MYCT/LSC Sailing Committee based on their size and speed. Times of Group Starts and allocation of boats will be advised by email/SMS and on the MYCT website

3. **FIRST WARNING SIGNALTIMES AND GROUP IDENTIFIERS**

The starting signal will be five (5) minutes after the Warning Signal

Group	Warning Signal	Starting Time	Group Numeral
1	0955	1000	1
2	1000	1005	2
3	1005	1010	3
4	1010	1015	4
5	1015	1020	5

4. **RACING AREA**

Racing will be conducted on the Derwent River within an area bounded by the John Garrow Light to the South, Lindisfarne Bay to the East, Cornelian Bay to the West and Shag Bay to the North.

5. **STARTING LINE**

The committee boat will be positioned on the river in an area between the mouth of Lindisfarne Bay and the Botanical Gardens. The start line will be between the orange mast or flag on the committee boat and a yellow flag or an existing mark e.g., Rose Bay permanent mark. A green distance marker may be laid astern of the committee boat. Competitors must not pass between the committee boat and the distance marker.

Boats shall keep clear of the starting line during the starting of races other than the one in which they are competing. Boats after starting shall not pass through the start line unless directed by the course instructions.

Note: If a substitute vessel is used, flag signals may not be used. The starting procedure will be communicated via VHF Channel 9. Sound signals may be used.

6. FINISHING LINE

The finishing line for all courses is between the Committee Boat and Mark Z.

In the unlikely event that a committee boat is not available, then we will ask competitors to take their own finish times using the following finishing line definition:

The finish line is between Mark Z and the Rose Bay shoreline. A yacht finishes when it crosses an imaginary transit between Mark Z and the red beacon just off Lindisfarne Point (i.e., when Mark Z is in line with the red beacon just South of Lindisfarne Point.)

All yachts must finish by leaving Mark Z to port. Note: the red beacon denotes shallow water on the inside.

Delayed Start: A start may be delayed, for example, to facilitate the safe passage of a large commercial vessel. A delayed start will be notified on VHF Channel 09.

7. RECALLS

There will be no individual recalls, boats that start before their scheduled time will be penalized by a minimum of one (1) minute or twice the amount of time to which they were early whichever is the greater. This changes RRS 29.1.

8. SHORTENED COURSE

A course may be shortened at the discretion of the RO in line with section 32.2 RRS 2021-24. The Race Committee will signal a shortened course by an announcement on VHF Radio Channel 09.

9. COURSES.

All courses are in accordance with the MYCT/LSC Keelboat Course Card 2021-22 which is available on the MYCT website. Laminated copies may be available from the MYCT office during business hours. The winter series courses are reproduced below:

- M** Start to A - TB - G - A – TB - G - A - TB – G - Finish. All Marks to Starboard.
- N** Start to A - Z - G - TB - Z - G - TB - Z - G – TB - Finish. All Marks to Port.
- O** Start to TB - A - B - TB - A – B - TB - A - B – TB - Finish. All Marks to Port.
- P** Start to TB - A - G - TB - A - G - TB - A - G - TB- Finish. All Marks to Port.
- Q** Start to TB - G - Z - TB - G - Z - TB - G – Z - B - Finish. All Marks Starboard
- R** Start to D - BYC1 - B - Finish. All Marks to Port.
- S** Start to BYC1 - D - B - Finish. All Marks to Starboard.
- T** Start to TB – A – Z – TB – A – Z – TB – A – Finish. All Marks to Port.

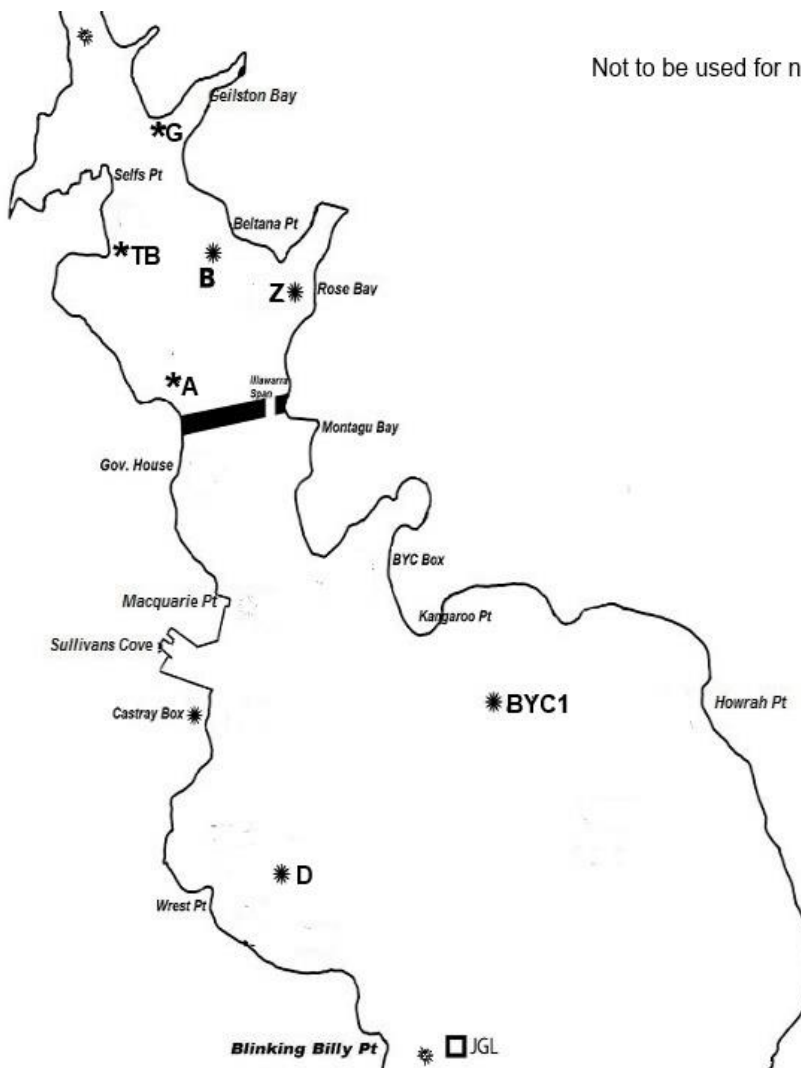
Descriptions of Marks of the Course

North of the Bridge

- MARK Z** - Yellow buoy approx. 0.3 NM North of Rose Bay.
- MARK A** – Orange buoy approx. 0.1 NM North of Old Bridge abutment on the Western Shore.
- MARK TB** – Orange buoy Self's Point – approx. 0.3 NM East of Cornelian Bay Point.
- MARK B** Green Starboard river marker approximately 0.4 n miles West of Beltana Point.
- MARK G** Orange cylindrical buoy with conical top at the entrance to Geilston Bay.

South of the Bridge

- BYC1** Orange conical mark approximately 0.5 NM SE of Kangaroo Bluff.
- D** Orange mark 0.5NM ENE of Wrest Point (DSS permanent mark)



Not to be used for navigation

10. INCORRECT COURSE

If a RO or Race Official observes a boat incorrectly rounding a mark, sailing the incorrect course, the boat may be scored DNF. This changes appendix A - Scoring A5.

11. HANDICAPS

Handicaps will be on a TCF moving average basis beginning from a TCF determined by the Race Committee. The TCF for all boats noted on the result sheet will be recalculated after each race. The TCF may be amended if alterations affecting performance are made or an anomaly exists. The Race Committee's choice of handicap is final and shall not be grounds for a request for redress under Rule 62.1.

In the case of boats, which have not previously raced or have not competed in enough races to establish a performance rating, then the TCF allocated will be provisional and may be reviewed by the Race Committee at any time. (*TCF = Time Correction Factor*)

12. RESULTS

Official provisional results will be placed on the MYCT website as soon as possible after they have been produced. This may not be until early in the week following an event. Results may also be emailed to all competitors at the first available opportunity. Results will be provisional until the time for lodgment or hearing of protests and appeals has expired.

13. SCORING

Minimum Number of Races: Four races are required to be completed to constitute a series.

Series Score: When fewer than five races have been competed, a boat's series score will be the total of her race scores. When six races have been completed, a boat's score will be the total of her race scores excluding her two worst scores. Similarly, if only five races are completed then a boat's score will be the total of her race scores excluding her one worst score.

Running Sails (e.g., Bloopers, Spinnakers, etc.) **are** permitted in the Winter Series.

14. PROTESTS

Protests and requests for redress arising from races in any Winter Series event, must be lodged at the MYCT office by 1400 hours on the day immediately following the posting of the results and be accompanied by a \$20 fee. The protest will be heard at a time and place determined by the MYCT / LSC Protest Committee.

Protest forms are available on the MYCT web site.

Arbitration: In MYCT / LSC races, when a Protest arises from a breach of RRS Part 2, with the consent of the parties and at the discretion of the protest committee, an arbitration hearing may be heard prior to a protest hearing (affecting RRS 63). After the written protest form is properly lodged, one representative from each boat shall meet with the arbitrator, no witnesses shall be allowed. Protests not resolved by arbitration shall be heard by the Protest Committee.

A boat that accepts fault at an arbitration hearing will be penalised by having her race score increased by 50% of the difference between the boats finishing score and the score for DSQ in her division or class, rounded up to the next whole number. All other boats scores will remain the same. Once accepted, this decision is not subject to reopening or appeal. This changes RRS63, 64.1(a), 66 and Appendix A.

15. PRIZES

Trophies will be awarded to the winners of the series. A prize may also be awarded to the winners of individual events. Such awards will be given at the discretion of the MYCT/LSC Sailing Committee, and any sponsors involved.

16. NOTICES TO COMPETITORS

Notices to competitors will in the first instance be communicated by SMS and/or email and subsequently will be placed on the MYCT website. Notices will not be posted on the Official Notice Board at the MYCT. Provisional race results will be posted on the MYCT website.

17. AMENDMENTS TO SAILING INSTRUCTIONS

Will be communicated by SMS and / or Email no later than two hours before the start of the affected event. On the water attention will be drawn to any change by a sound signal, the hoisting of CODE FLAG "L" and an announcement on VHF Channel 09. They will also be placed on the MYCT website as soon as possible.

18. ABANDONMENT

Advice that sailing is abandoned for the day will be notified by SMS and/ or Email and a notice may be placed on the Club's Web Site.

If the race is abandoned after boats are on the water, the decision to abandon the race will be notified by VHF on Channel 09.

Competitors seeking information that an event may have been abandoned should contact one of the organisers by telephone:

Nigel Grey	0429 059 692
Keith Bolton	0409 979 490
James Andrewartha	0438 571 881

There will be no flag signals ashore, or notices placed on the official notice board. Electronic communication is preferred (SMS, Email, Web Site).

19. TIME LIMITS

The time limit for each race is 1300 hrs. All boats that do not finish before the time limit has expired will be scored DNF. The time limit may be extended at the discretion of the Race Officer.

The Race Committee may record the times of boats at the finish of a lap if the course allows. If it is unlikely that any boat will finish within the time limit the Race Committee may display the Code Flag 2nd Substitute accompanied by two sound signals which will indicate that the race has been finished at the end of the recorded lap. An announcement will also be made on the VHF Channel 9. This alters RRS 32.

20. NUMBER OF CREW

All boats are to carry a sufficient number of crew. The minimum number will be 2.

21. RETIREMENTS

In the interests of good seamanship and safety, boats retiring for any reason must report the circumstances as soon as possible after retirement. The preferred method of reporting is by VHF Channel 09 to the Committee Boat.

22. SPECIAL INSTRUCTIONS

The “MARINE AND SAFETY (PILOTAGE AND NAVIGATION) REGULATIONS 2007 - REG 42” prohibit the use of the middle three spans of the Tasman Bridge by vessels that are less than 15 m or being used for recreational purposes. These spans cannot be used by race competitors. Failure to comply with this regulation shall result in disqualification without hearing.

When passing through the Tasman Bridge vessels may use their motors to clear the bridge if there is a risk of collision.

23. RADIO COMMUNICATIONS

All competitors shall maintain a listening watch on VHF Channel 09 for announcements by the race committee. Competitors should also monitor VHF channel 16 at all times. The Race Committee may broadcast the course to be sailed, names/sail numbers of OCS boats and/or other information of interest to competitors on VHF Channel 9. Requests for repeat of broadcasts will not be acknowledged.

Note: Boats should not transmit on VHF Channel 9 whilst a starting sequence is in progress except in an emergency. Requests for repeat of broadcasts will not be acknowledged.

24. ACKNOWLEDGEMENTS

The Race Committee acknowledges the sponsorship of Tas Marine Construction and the MYCT. The support provided by the Lindisfarne Sailing Club in providing the Official Committee Boat and crew is also acknowledged.

25. POST RACE ACTIVITIES

Participants are invited to attend the MYCT Bar after the race.

26. ADDITIONAL INFORMATION

Suggestions and requests for further information may be made by contacting the General Manager of the MYCT by phone on 6243 9021 or the MYCT Sailing Coordinator, Nigel Grey, on 0429 059 692.

27. RULES

Races are governed by the “Racing Rules of Sailing 2021 – 2024” (RRS), the prescriptions of Australian Sailing (AS), the rules of participating classes, except as any of these are changed by these sailing instructions and any government imposed COVID 19 restrictions in place on any given race day. All skippers must be familiar with the rules and requirements of the RRS. Supplementary Sailing Instructions may be issued for special events.

NOTE: As Australian Sailing is no longer printing rule books to comply with safety requirements you will need to download the free app to your mobile phone or print your own copy of two publications The Racing Rules of Sailing and Special Regulations Part 1 for Racing Boats from the AS website.

28. RESPONSIBILITY

All those taking part in MYCT / LSC races do so at their own risk and responsibility. MYCT/LSC is not responsible for the seaworthiness of a boat, whose entry is accepted, or the sufficiency or adequacy of its equipment.

Attention is drawn to Fundamental Rule 4, which states 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.'

The attention of all persons is drawn to the requirement to be aware of the application of the *Marine Safety (Misuse of Alcohol) Act 2006*.

Attention is also drawn to the requirement for the yachts to keep well clear of vessels under pilotage, which will display Code flag H, especially vessels proceeding through the Tasman Bridge and up to the Nystar Wharf or the Selfs Point Oil Wharf.

In addition to compliance with all the rules and instructions, competitors shall at all times use discretion in preserving their own safety and that of their crew when afloat. In particular, no skipper/helmsman shall race their yacht when the Race Officer considers that conditions are hazardous due to weather or other factors. Code flag 'N over code flag A' shall be flown to indicate that racing is abandoned for the day. Competitors shall obey all directions given by the RO.

It is also recommended that boats have a Man Overboard procedure that all crew have practised.

Boats must report any serious on water incidents to the Race Officer/Race Committee as soon as practical e.g., man overboard, collision, grounding or crew injury.

Special Regulations: All boats taking part in the series shall comply with AS Special Regulations, Category 7 plus a fully operational VHF radio.

29. ALTERATIONS AFFECTING PERFORMANCE

The MYCT Office must be notified in writing of any change in hull, ballast, keel, rudder, engine, propeller, spars or sail area at least three days before the race affected by the change. If the Race Committee has not been given the opportunity to adjust the handicap, it may be adjusted by the Race Committee at any time.

FAILURE TO NOTIFY A CHANGE MAY RESULT IN DISQUALIFICATION.

30. ANCHORS

In all MYCT / LSC Races, anchors must not protrude beyond the gunwale of boats.

31. ELIGIBILITY

Boats: Entry is open to all yachts and others who register their vessels and their insurance details with the organisers. Entries may be accepted at the absolute discretion of the Sailing Committee.

Refusal of Entries: MYCT/LSC reserve the right to refuse any entry. Neither entry nor registration is valid until accepted by the Sailing Committee

Registration and Payment: Eligible boats may be entered by lodgment of a completed registration form with the Motor Yacht Club of Tasmania (MYCT) office or if the office is closed at the bar not later than 1600 hours on the Friday before the race and payment of the entry fee of \$15.00 per race. A yacht crew wishing to participate in the whole series may pay \$50.00 as payment in full before the first race of the series. If a boat is unable to enter by the nominated time, then it may enter by reporting to the RO prior to the start time. However, such entry will be 'provisional' until such time as the appropriate fee is paid.

Insurance The owner of a boat entering a Club race shall have a Public Liability and Third Party insurance with respect to the boat of not less than \$10,000,000 when racing.

Eligibility of Helmsman and Crew: Australian Sailing Rule 46 prescribes ...all persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number...”

Sails: Running sails e.g., spinnakers, bloopers and the like **are** permitted.

32. SAFETY

(a) Crisis Safety Plan: The MYCT / LSC have a planned procedure that will apply should an emergency occur during a race. If the Race Officer, decides that a situation warrants assistance he will direct a previously designated boat, or boats, to the rescue work. A Boat acting under Race Officer instructions may fly Code Flag D and must be given complete clearance by all other vessels.

(b) Safety Regulations: Boats shall comply with Australian Sailing (AS) Special Regulations 2021-2024 Part 1; Category 7. Section 3.02.3(a) is mandatory. In all Category 7 races AS. Special Regulations Part 1, Section 5, 5.01.1 (g) (Lifejackets) shall apply.

Yachts shall comply with the appropriate safety regulations as follows:

In addition to Marine and Safety Tasmania (MAST) requirements the safety category shall be Category 7 in accordance with the RRS AS Special Regulation Part 1. It is recommended that all boats shall carry a lifebuoy as per Section 4.21.1 except that a self-igniting light is not compulsory. Compliance checks may be undertaken by the Sailing Committee or a representative. Boats failing to comply will be disqualified from their most recent race.

(c) Emergency Meeting Point: Should a boat require emergency medical assistance the Race Officer will direct boats to the nominated meeting point for emergency services at - The MYCT Fuel Berth - Unless specific alternative arrangements are notified.

(d) Life Threatening Situations: In the event of a life-threatening situation occurring the Race Officer will immediately dial 000 and provide succinct information to the Police Radio Room Operator, after being transferred by the Telstra operator, sufficient to enable an assessment of the response required to be made and the provision of that response in a timely manner. The Race Officer will keep a log of all calls made by phone or radio during the period of the life-threatening situation.

The relevant phone numbers are:

Emergency	000
Police Radio Room	131 444
Hobart Port Control	6380 3018
Tas Maritime Radio	6231 2276
MYCT	6243 9021

(d) Incident Debrief: MYCT / LSC Race Committee is endeavouring to minimise risks in events it conducts. To this end the race committee may seek cooperation from competitors involved in race safety incidents to assist in the debrief. Competitors will be under no obligation to participate in the debrief.