



MYCT/LSC DERWENT BOAT SALES TWILIGHT SERIES – 2022/2023

SAILING INSTRUCTIONS

1. SCHEDULE OF RACES

Races are scheduled as follows:

7 Oct 22	Pennant A – Race 1	6 Jan 23	Pennant B – Race 1
21 Oct 22	Pennant A – Race 2	20 Jan 23	Pennant B – Race 2
4 Nov 22	Pennant A – Race 3	3 Feb 23	Pennant B – Race 3
18 Nov 22	Pennant A – Race 4	17 Feb 23	Pennant B – Race 4
2 Dec 22	Pennant A – Race 5	3 Mar 23	Pennant B – Race 5
16 Dec 22	Pennant A – Race 6	17 Mar 23	Pennant B – 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, on the MYCT website and by VHF Channel 9 before the start of an event.

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	1745	1750	1
2	1750	1755	2
3	1755	1800	3
4	1800	1805	4
5	1805	1810	5

4. RACING AREA, STARTING AND FINISHING LINES

The racing will be conducted on the Derwent River within an area bounded by the Tasman Bridge to the South, Lindisfarne Bay to the East, Cornelian Bay to the West and an imaginary line between Limekiln Point and the southern end of the Self's Point fuel wharf to the North.

The Committee Boat will be moored in that area and The Start/Finish Line (TSFL) will be between the orange mast or flag of the Official Committee Boat and a yellow flag. A green distance mark may be used. Competitors must not pass between the distance mark and the Committee Boat.

5. CLEAR AREA - STARTING AND FINISHING LINES

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 correctly, shall not pass through a starting or finishing line unless required to do so by the course instructions. Once finished yachts must not return through TSFL.

6. 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 9 and by hoisting CODE FLAG "AP" onboard the Official Committee Boat.

7. STARTING INSTRUCTIONS

After each start there may be a 30 second time lag in the displaying of the new group identifier but the time for the succeeding group shall be taken from the signal indicating the start of the previous group. Competitors may be advised of starting procedure signals on VHF Channel 9.

8. COURSE SIGNALS

A flag flown from the Committee Boat will indicate the course. The course flag will be hoisted at the time of the first warning signal and may be announced on VHF Channel 9.

9. COURSES

All boats must sail through **THE START FINISH LINE (TSFL)** as indicated on each lap. Course 'H' and 'J' are designed to avoid commercial shipping. For Course H, J, K and L boats must not pass TSFL on a downwind run.

A	Start to Z – A – TB – TSFL - Z – A - TB - Finish.	All Marks to Starboard.
B	Start to TB - A – Z – TSFL – TB – A - Z - Finish.	All Marks to Port.
C	Start to A – Z – TB – TSFL - A – Z - TB - Finish.	All Marks to Port.
D	Start to TB – Z – A – TSFL – TB - Z - A - Finish.	All Marks to Starboard.
E	Start to Z – TB – A - TSFL – Z – TB - A - Finish.	All Marks to Port.
F	Start to A – TB – Z – TSFL - A – TB - Z - Finish.	All Marks to Starboard.
H	Start to A - TB - TSFL – A –TB - TSFL – A – TB – Finish.	All marks to Starboard.
J	Start to TB –A –TSFL – TB - A - TSFL – TB –A – Finish.	All marks to Starboard.
K	Start to A – Z – TB – TSFL – A – TB - Finish.	All Marks to Port.
L	Start to TB – Z – A – TSFL – TB – A - Finish.	All Marks to Starboard.

10. MARKS

MARK Z - Yellow buoy approximately 0.3 NM North of Rose Bay.

MARK A – Orange buoy approximately 0.1 NM North of the Old Bridge abutment on the Western Shore.

MARK TB – Orange buoy - Selfs Point – approximately 0.3 NM East of Cornelian Bay Point.

The first mark of any course will be as close as possible to directly upwind of the start/finish line at the time of laying that line.

Missing Marks will be replaced by an inflatable buoy or a flagged marker buoy.

Yachts must not attempt to pass inside the red pile at the Northern entrance to Lindisfarne Bay or the mark 50 meters to the South of Cornelian Bay Point. These markers indicate shallow and non-navigable waters.

11. 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.

12. SHORTENING COURSE

A course may be shortened at the discretion of the RO and will be indicated by displaying FLAG 'S' with two sounds. After rounding a nominated mark boats must proceed to the nominated finish line. The intention to shorten the course and the rounding mark may be announced on VHF Channel 9.

13. INCORRECT COURSE

If the RO or a Race Official observes a boat incorrectly rounding a mark, sailing the incorrect course or incorrectly sailing through TSFL when the course does not require a boat to do so, that boat may be scored Did Not Finish (DNF).

14. TIME LIMITS

The time limit for the first yacht to finish will be 1915 hours.

When the first yacht finishes before 1915 hours, following yachts will be timed to 1930 hours unless a finish is imminent. Yachts that do not finish by 1930 hours may be scored DNF or given a provisional time.

15. NUMBER OF CREW

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

16. SAILS

Running sails, for example, spinnakers, bloopers and the like are not permitted. Only one sail may be carried forward of the mast unless the yacht obviously has a cutter rig. The forward sail must be tacked on its normal deck fitting and be fully attached to the stay on which it is normally set.

17. ANCHORS

No boat is to have an anchor protruding over the bow while competing in an event.

18. 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 via VHF Channel 9. Any boat retiring must report the fact to the race committee as soon as possible.

19. HANDICAPS

Handicaps for boats will be on a Time Correction Factor (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.

20. RESULTS

Official provisional result sheets 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 a race. Results will 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, have expired.

21. SCORING

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

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

Club Duties

Entrants that are rostered to act as Race Officer or sailing staff in any event and as a result cannot compete will be awarded average points for that event. Average points will be determined as the average of all races other than those in which the competitor acts as Race Officer or sailing staff for that series.

22. PROTESTS

Protests and requests for redress arising from any twilight event, must be lodged at the MYCT Office by 1400 hours on the day immediately following posting of the results and be accompanied by a \$20 fee. The protest will be heard at a time determined by the MYCT/LSC Protest Committee. Protest forms are available on the MYCT website.

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 boat's 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.

23. PRIZES

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

24. 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.

25. 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. Competitors seeking information that an event may have been abandoned should contact the organisers by telephone on **0429 059 692** There will be no flag signals ashore or notices placed on the official notice board. Electronic communication is preferred (SMS, Email, Web Site).

Competitors should also be aware that the Race Committee may abandon the race once competitors are on the water because of foul weather, insufficient wind, a missing mark or for any other reason directly affecting the safety and fairness of the competition. If a race is abandoned competitors will be informed by radio on VHF Channel 9, display of flag N, N over H, or N over A, with three sounds. (RRS 32.1)

26. CHANGES TO SAILING INSTRUCTIONS

Any change 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 9. Changes will also be placed on the MYCT website as soon as possible.

27. RADIO INSTRUCTIONS

All competitors shall maintain a listening watch on VHF Channel 9 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 On Course Side (OCS) boats and/or other information of interest to competitors on VHF Channel 9. Requests for repeat of broadcasts may 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.

28. ACKNOWLEDGEMENTS

The Race Committee acknowledges the sponsors of this event and the MYCT. The support provided by the Lindisfarne Sailing Club in providing the Official Committee Boat and crew is also acknowledged.

29. POST RACE ACTIVITIES

The MYCT facilities are open to participating crews. Competitors who are not members of the MYCT are invited to use the outer sides of the Club's floating fuel berth whilst attending post- race activities at the MYCT. The internal berth must be left clear. As the cut off time for ordering meals is 2000 hours those wishing to partake and who may not get to the clubhouse in time may phone their order through to 62439021.

30. 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/LSC Keelboat Sailing Coordinator, Nigel Grey, on 0429 059 692.

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OTHER REQUIREMENTS

1. RACING RULES

Races conducted by MYCT/LSC are governed by the "Racing Rules of Sailing 2021 – 2024" (RRS), the prescriptions of Australian Sailing (AS), and the rules of participating classes, except as any of these are changed by these sailing instructions. All skippers must be familiar with the rules and requirements of the RRS. Supplementary Sailing Instructions may be issued for special events. In the event of a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions shall prevail.

NOTE: As AS is no longer printing rule books to comply with safety requirements you will need to download the free app to your mobile device or print your own copy from the AS website.

2. RESPONSIBILITY AND SAFETY REGULATIONS

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 3, which states 'The responsibility for a boat's decision to participate in a race or to continue racing is theirs 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 to or from the Nyrstar Works 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' 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 practiced.

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 i.e. Category 7 plus a fully operational VHF radio.

AS Equipment Audits: The Race Committee may from time to time inspect boats for compliance with AS special regulations.

3. ELIGIBILITY

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 entry form with the MYCT office or bar not later than 1600 hours on the day of the race and payment of the entry fee (\$15 per race or \$100 for 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.

Compliance: Boats must comply with the AS Special Regulations for Category 7 safety as well as MAST requirements. Acceptance of an entry from any yacht shall not create a precedent for consideration of an entry by any other yacht.

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 prescribes that the person in charge shall be a member of a Club affiliated to Australian Sailing and have an Australian Sailing number." "Furthermore, ... any crew member who sails in more than 3 races in a season shall be a member of a club affiliated to Australian Sailing and have an Australian Sailing number." (RRS Rule 46)

From 1 January 2022 the Australian Sailing prescription to the rule will require "...all persons on board a boat while racing shall be members of a club affiliated to Australian Sailing and have an Australian Sailing number, or hold a valid SailPass..."

Alterations Affecting Performance: Changes that may change the boat's performance must be advised to the Race Committee before the race affected.

4. SAFETY

Crisis Safety Plan:

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

Safety Regulations: Boats shall comply with Australian Sailing (AS) Special Regulations - Effective 1 July 2021 – that relate to Category 7.

Emergency Meeting Point: Should a boat require emergency medical assistance the RO will direct boats to a nominated meeting point for emergency services at the MYCT's floating fuel berth unless specific alternative arrangements are notified.

Life Threatening Situations: In the event of a life-threatening situation occurring the RO 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 RO 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

Incident Debrief: The MYCT/LSC Race Committee is endeavoring to minimize risks in events it conducts. To this end the Race Committee may seek the cooperation of competitors involved in a race safety incident to assist in the debrief. Competitors will be under no obligation to participate in the debrief.

