



MYCT CENTENARY INVITATION YACHT RACE

SAILING INSTRUCTIONS

1. ORGANISING AUTHORITY

This race is being organised by Lindisfarne Sailing Club (LSC) on behalf of the Motor Yacht Club of Tasmania (MYCT).

2. GROUPS

Boats will be allocated to groups by the Sailing Committee based on their size and speed. Group 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. RACING AREA, STARTING AND FINISHING LINES

The racing will be conducted on the Derwent River north of the Tasman Bridge.

The Starting Line will be between the orange mast or flag of the Official Committee Boat and a yellow flag mark. A green distance mark may be used. Competitors must not pass between the distance mark and the Committee Boat.

The Finishing Line will be between the orange mast or flag of the Official Committee Boat and Mark Z.

4. STARTING TIMES AND STARTING INSTRUCTIONS

The slowest group of boats will start first at 13:00 with progressively faster groups of boats starting at five (5) minute intervals. All boats will be given an individual handicap. The time offset of the start will be taken into account to arrive at the elapsed time for each boat before applying the allocated handicap.

The warning signal for Group 1 will be at 12:55.

The starting signal for Group 1 will be five (5) minutes after the Warning Signal.

A sound signal will be made at subsequent five (5) minute intervals indicating the start of subsequent Groups.

Competitors may be advised of the starting procedures on VHF Channel 9.

5. CLEAR AREA - STARTING AND FINISHING LINES

Boats shall keep clear of the starting line during the starting of groups other than the one in which they are competing. Once finished yachts must not return through the Start/Finish Line and must keep clear of boats still racing.

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 on the Official Committee Boat.

7. COURSES

- | | |
|--|-------------------------|
| A Start to A – TB – Z – A - TB – Z – A – TB - Finish. | All Marks to Starboard. |
| B Start to TB - A – Z – TB – A - Z – TB – A – Finish | All Marks to Port. |
| C Start to A – G – Z – A – G - Z - A – G – Finish | All Marks to Starboard. |
| D Start to G – A – Z – G – A - Z – G - A - Finish | All Marks to Port. |

If there are commercial shipping movements scheduled above the Tasman Bridge during the race, the following courses may be used:

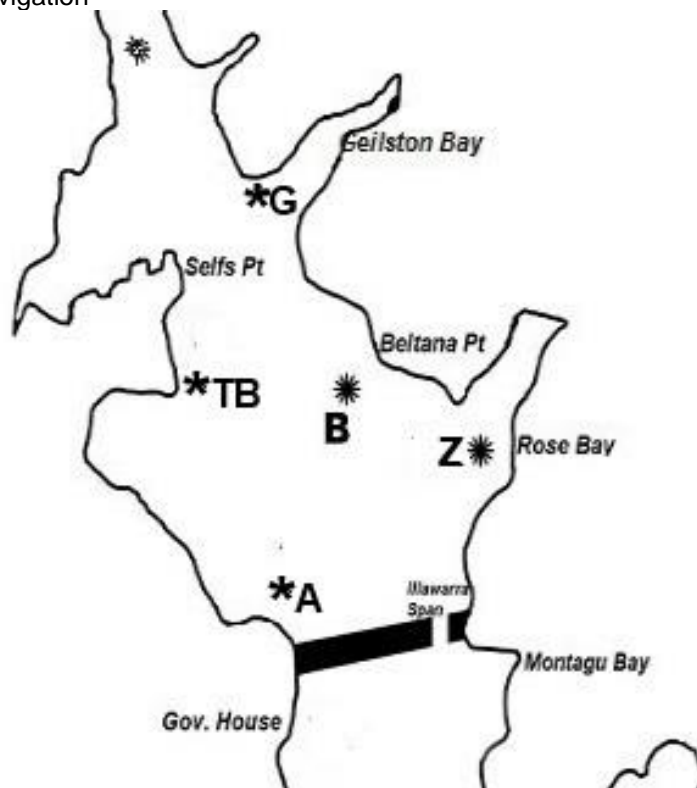
- | | |
|--|-------------------------|
| E Start to A – TB – A – TB – A - TB - A – TB – Finish | All Marks to Starboard. |
| F Start to TB – A – TB – A – TB – A – TB – A - Finish | All Marks to Port. |

8. MARKS

- MARK A** Orange buoy approximately 0.1 NM North of the Old Bridge abutment on the Western Shore.
MARK G Orange cylindrical buoy at the entrance to Geilston Bay near the northern shoreline.
MARK TB Yellow buoy approximately 0.3 NM East of Cornelian Bay Point.
MARK Z Yellow buoy approximately 0.3 NM North of Rose Bay.

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.

Not to be used for navigation



9. 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.

10. 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.

11. SHORTENING COURSE

A course may be shortened at the discretion of the Race Officer at a mark of the course and will be indicated by displaying CODE FLAG 'S' with two sounds. Boats shall finish by crossing an imaginary between the orange mast on the Committee Boat and the nominated mark from the course side. The shortened course may also be advised verbally on VHF Channel 9

12. INCORRECT COURSE

If a Race Official observes a boat incorrectly rounding a mark or sailing the incorrect course, that boat may be scored Did Not Finish (DNF).

13. TIME LIMITS

The time limit is 1530 hours. Yachts that do not finish by 1530 hours may be scored DNF without a hearing.

14. NUMBER OF CREW

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

15. SAILS

Spinnakers and other off-the-wind sails are not permitted.

16. ANCHORS

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

17. RETIREMENTS

Any boat retiring must report the fact to the Race Committee as soon as possible. The preferred method of reporting is via VHF Channel 9.

18. HANDICAPS

Handicaps will be determined by the Race Committee. 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.

19. RESULTS

Official provisional result sheets will be placed on the MYCT website as soon as possible after they have been produced. 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.

20. PROTESTS

Protests accompanied by a \$20 Protest Fee must be lodged at the MYCT within one (1) hour of the last boat finishing the race. The protest will be heard at a time determined by the LSC/MYCT Protest Committee. Protest forms are available on the MYCT website.

Arbitration: 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.

21. PRIZES

All prizes are based on performance-based handicaps.

A prize will be awarded to the first boat in each group as well as an overall prize. Additional prizes may be awarded based on the number of entries as follows:

Five (5) entries	First Place
Six (6) to Nine (9) entries	First and second Place
Ten (10) or more entries	First, Second and Third Place

22. 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.

23. CHANGES TO SAILING INSTRUCTIONS

Any change will be communicated by SMS and/or e-mail 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.

24. 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.

25. ACKNOWLEDGEMENTS

The MYCT and Race Committee acknowledges the sponsors of this event and support provided by Lindisfarne Sailing Club

26. POST RACE ACTIVITIES

Join us after the event at the MYCT for the prize presentation and live music. Temporary berthing at the marina and on the outside of the fuel dock may be available for non-members.

27. ADDITIONAL INFORMATION

Requests for further information may be made by contacting a member of the LSC/MYCT Sailing Committee:

James Andrewartha	0438 571 881
Keith Bolton	0409 979 490

OTHER REQUIREMENTS

1. RACING RULES

Races conducted by LSC/MYCT 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. In the event of a conflict between the Notice of Race and these Sailing Instructions, the Sailing Instructions shall prevail.

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 device or print your own copy from the AS website.

2. RESPONSIBILITY AND SAFETY REGULATIONS

All those taking part in LSC/MYCT races do so at their own risk and responsibility. LSC/MYCT 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 entrants 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 Sells 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 Race Officer.

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

Entries shall be lodged via the MYCT website no later than 1600 on Thursday 14 March 2024. Late entries may be accepted after this time at the discretion of the Organising Authority.

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:

Entry is open to owners of boats who are members of clubs affiliated with Australian Sailing. All crew members must comply with the AS prescription to RRS46. All participating crew members shall be a member of a club affiliated to AS or hold a valid Sail Pass.

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

4. SAFETY

Crisis Safety Plan:

LSC/MYCT 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 RO instructions may fly Code Flag D and must be given complete clearance by all other vessels.

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's floating fuel berth unless specific alternative arrangements are notified.

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 Operator. The Race O 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:

The relevant phone numbers are:

Emergency	000
Police Radio Room	131 444
Hobart Port Control	6380 3018 or VHF Channel 12
Tas Maritime Radio	6231 2276 or VHF Channel 16
MYCT	6243 9021

Incident Debrief: The LSC/MYCT Race Committee is endeavouring 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.