



## **NORTH SAILS CHANNEL SERIES 2024/2025**

### **SAILING INSTRUCTIONS**

**Please note the following safety requirements:**

**All competitors must register their intention to race by calling the Committee Boat on VHF Channel 9 at least 10 minutes prior to the starting signal.**

**All competitors must call the Committee Boat on VHF Channel 9 as they round Pierson's Point and enter the D'Entrecasteaux Channel.**

**In the event that any yacht gets into difficulty and requires external assistance, call the Committee Boat on VHF Channel 9 or Tas Maritime Radio on VHF Channel 16.**

It is recommended that competitors carry Charts AUS 171 (Hobart to Norfolk Bay), AUS 172 (Port of Hobart) and AUS 173 (D'Entrecasteaux Channel) in either paper or electronic form.

#### **1. ORGANISING AUTHORITY**

The organizing authority for conducting this series in accordance with the "Racing Rules of Sailing 2021-2024" and from 1 January 2025, the "Racing Rules of Sailing 2025 – 2028" (RRS), as prescribed by Australian Sailing (AS), is the Bellerive Yacht Club (BYC).

#### **2. SCHEDULE OF RACES**

Races are scheduled as follows:

Race 1	Saturday	30 November 2024
Race 2	Saturday	22 March 2025

#### **3. GROUPS**

The race may be conducted in two (2) groups with separate starts. The final decision including allocation of groups for each competitor will be broadcast on VHF Channel 9 just prior to the start.

#### **4. 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

## **5. RACING AREA, START AND FINISH LINES**

**Race Area:** The race area extends from the waters of the Derwent River, south of Geilston Bay to the waters of the D'Entrecasteaux Channel from Dennes Point to Green Island.

### **Starting Line:**

The starting line selected from:

1. between the Start Boat and Mark Z – refer LSC/BYC Course Card - approximately 0.3 nm north of Rose Bay, or
2. between the Start Boat and a yellow flag approximately abeam of the Start Boat. In this case, the Start Boat will be positioned on the river in an area between the Botanical Gardens and the mouth of Lindisfarne Bay, or
3. between the Start Boat and a prominent mark (which may be onshore) approximately abeam of the Start Boat. In this case the location of the Start Boat and the prominent mark will be advised on VHF Channel 9.

The choice of starting line will be advised on the day on VHF Channel 9

### **Finishing Line:**

1. If there is no Finish Boat, the finishing line will be an imaginary line between the navigation light on Kinghorne Point on the eastern side of the D'Entrecasteaux Channel and Birchs Point on the western side of the Channel. Please refer to Chart AUS173. This imaginary line is on Latitude 43<sup>0</sup>10' south. For this finishing line, competitors will need to record their own finish time as detailed below.
2. If a Finish Boat is available, the finishing line will be an imaginary line between the finish boat and the navigation light on Kinghorne Point.

Every endeavour will be made to have a Finish Boat on station. The choice of finishing lines and the name and a description of the Finish Boat (if present) will be advised on the day on VHF Channel 9. However, if a Finish Boat is not present, all competitors are required to take their own finishing times preferably using time from a mobile phone app. showing seconds. For Android search the play store for "Simple Big Digital Clock with Metronome & Timer". We are relying on honesty and integrity of all competitors to record these times as accurately as possible. All finish times are to be reported by SMS to 0409 979 490 (Keith) by 1800hr on the day of the race. Failure to advise will result in the competitor being scored DNF.

## **6. 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 shall not pass through the start line.

## **7. 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.

## **8. STARTING INSTRUCTIONS**

A Race Officer (RO) and Committee Boat (who may also be a competitor) will be appointed for the duration of the race prior to the start. The name of the Race Officer and Committee Boat will be announced on VHF Channel 9 at least 10 minutes prior to the starting signal. ***The Committee Boat may be different to the Start Boat and Finish Boat.***

Sound signals will be made at 5 minutes and at the start for each Group. The starting signal for Group 1 will be the warning signal for Group 2.

The countdown to these signals will be broadcast on VHF Channel 9.

No flag signals will be used.

After the start the responsibility for the conduct of the race remains with the appointed Race Officer.

## **9. COURSE**

From Start to Green Island (leaving the island to Port) to Finish.

**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 RO in line with section 32.2 RRS 2021-2024. The race officer will signal a shortened course by sound signals and an announcement on VHF Radio Channel 9.

**12. INCORRECT COURSE**

If the RO or a Race Official observes a boat incorrectly rounding a mark, sailing the incorrect course, or incorrectly sailing through a start/finish line, the boat may be scored Did Not Finish (DNF).

**13. TIME LIMITS**

Time limit will be 1600 hours.

**14. NUMBER OF CREW**

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

**15. SAILS**

Running sails, for example, spinnakers, bloopers, and the like are permitted.

**16. 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 and advise their intentions (e.g., returning home, or continuing to the overnight location)

**17. 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 RRS 62.1

Competitors towing dinghies will be given a handicap bonus at the discretion of the handicapper.

**18. RESULTS**

Official provisional results will be placed on the LSC website as soon as possible after they have been produced. This may not be until early in the week following an event. 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 has expired.

**19. SCORING**

Both races count towards the Channel Cup Perpetual Trophy.

**20. PROTESTS**

Protests and requests for redress arising from this event, must be lodged with a member of the LSC/BYC Keelboat Committee 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 LSC /BYC Protest Committee. Protest forms are available on the LSC website.

**Arbitration:** In LSC/BYC 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 an

## **21. PRIZES**

The Channel Cup Perpetual Trophy will be awarded to the winner 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 LSC/BYC Sailing Committee, and any sponsors involved.

## **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 LSC website. Provisional race results will be posted on the LSC website.

## **23. ABANDONMENT**

If the race is abandoned prior to the start, advice will be notified by SMS and/or Email and a notice may be placed on the LSC website.

If the race is abandoned after the start, advice will be broadcast on VHF Channel 9.

Competitors seeking information that an event may have been abandoned should contact the organisers by telephone on **0429 059 692**. Electronic communication is preferred (SMS, Email, Web site).

## **24. 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 and an announcement on VHF Channel 9. Changes will also be placed on the LSC website as soon as possible.

## **25. 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.

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 may not be acknowledged.

## **26. ACKNOWLEDGEMENTS**

The Race Committee acknowledges the sponsorship of **North Sails** and the support of both the LSC and BYC

## **27. POST RACE ACTIVITIES**

We propose to anchor overnight in Barnes Bay at a location to be announced on VHF Channel 9 on the day, and have a BYO barbeque ashore, returning home on Sunday at your leisure. Every attempt will be made to provide transport ashore for those boats that do not have dinghies.

## **28. 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.

## **29. ADDITIONAL INFORMATION**

Suggestions and requests for further information may be made by contacting a member of the LSC/BYC Keelboat Sailing Committee:

Nigel Grey (Coordinator)	0429 059 692
Keith Bolton	0409 979 490
James Andrewartha	0438 571 88

## **OTHER REQUIREMENTS**

### **1. RACING RULES**

Races conducted by LSC/BYC are governed by the "Racing Rules of Sailing 2021 – 2024" and from 1 January 2025 the "Racing Rules of Sailing 2025 – 2028" (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 LSC/BYC races do so at their own risk and responsibility. LSC/BYC 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:** LSC/BYC 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. 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:**

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. From 1 January 2022, 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/BYC 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 the nominated meeting point for emergency services. The MYCT's floating fuel berth is one option.

**Life Threatening Situations:** In the event of a life-threatening situation occurring the RO will immediately dial 000 and provide succinct information to the Operator. 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:

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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/BYC Keelboat 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.

