



LSC/BYC NIBBS ELECTRICAL SUMMER SERIES 2024

SAILING INSTRUCTIONS

1. ORGANISING AUTHORITY

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

2. SCHEDULE OF RACES

Races are scheduled as follows:

20 October 24	Race 1
17 November 24	Race 2
15 December 24	Race 3

3. GROUPS

Boats will be allocated to groups by the LSC/BYC Keelboat Sailing Committee based on their size and speed. Times of Group Starts and allocation of boats will be advised by email/SMS, on the LSC website or by VHF Channel 9 before the start of an event.

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	1250	1255	1
2	1255	1300	2

5. RACING AREA, START AND FINISH LINES

Start Line: The starting line will be selected from:

- Between the Committee Boat and Mark Z approximately 0.3 nm north of Rose Bay.
- Between the Committee Boat and a yellow flag approximately abeam 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
- Between the Committee Boat and a prominent mark (which may be onshore) approximately abeam of the Committee Boat. In this case the location of the Committee Boat and the prominent mark will be advised on VHF Channel 9.

N.B. The Committee Boat may be a boat that entered the event in which case all communication will be via VHF Channel 9. Flags will not be used.

Finish Line: The finish line is between Mark Z and the Rose Bay shoreline. A boat finishes when it crosses an imaginary transit between Mark Z and the red beacon just south of Lindisfarne Point (i.e., when Mark Z is in line with the red beacon). All boats must finish by leaving Mark Z to port and record their own finish time. We rely on the honesty and integrity of all competitors to record these times as accurately as possible. Remember this is a “fun” event. All times are to be reported by SMS to **0409 979 490** (Keith) or **0429 059 692** (Nigel) by 7pm on the day. Failure to advise will result in a 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. To facilitate safe navigation boats that have crossed the finish line may pass back through that line keeping clear of boats still competing.

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 and/or by hoisting CODE FLAG “AP” on the Committee Boat.

8. STARTING INSTRUCTIONS

The race will be started by the Race Officer (RO). Following the start, the duties of RO may be assumed by a nominated Keelboat RO who will be aboard a competing boat. Competitors will be advised of the identity of this RO prior to the start.

A sound signal will be made, and the course announced on VHF Channel 9 five (5) minutes before the scheduled start time. Group 1 will start at 1255 hrs and Group 2 at 1300 hrs.

A countdown may be broadcast on VHF Channel 9.

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

9. COURSE SIGNALS

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

10. COURSES

For all courses, please refer to the LSC/BYC Course Card for 2024-2025.

11. MARKS

Please refer to the LSC/BYC Course Card for 2024-2025.

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

12. 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.

13. SHORTENING COURSE

A course may be shortened at the discretion of the RO. In line with section 32.2 RRS 2017-20. The RO will signal a shortened course by an announcement on VHF Radio Channel 9. After rounding a nominated mark boats must proceed to the nominated finish line.

14. 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).

15. TIME LIMITS

Time limit will be 1600 hours

16. NUMBER OF CREW

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

17. SAILS

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

18. ANCHORS

No boat is to have an anchor protruding over the bow while competing in an event. An exception will be if a competing boat is performing the role of Committee Boat.

19. 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.

20. HANDICAPS

Handicaps for division 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.

21. 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.

22. SCORING

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

Series Score: A boat's score will be the total of her race scores.

Club Duties: Entrants that are rostered to act as RO 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 RO or sailing staff for that series. A competing boat that acts as the Committee Boat for the start may take part in the event and be compensated for the time taken between the start time and getting underway but is not expected to exceed five minutes.

23. PROTESTS

Protests and requests for redress arising from any Sunday event, must be lodged 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 and Appendix A.

24. PRIZES

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

25. 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.

26. 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 LSC website. 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)

27. 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. If a committee boat is present then any change will also be advised by the hoisting of CODE FLAG "L". Changes will also be placed on the LSC website as soon as possible.

28. 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.

29. ACKNOWLEDGEMENTS

The Race Committee acknowledges the support provided by LSC and BYC to run this event as well as that of our sponsor **Nibbs Electrical**.

30. 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.

32. 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 571 881

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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 Sels 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.

