

# **2010 LEXUS 60<sup>th</sup> Adelaide to Port Lincoln Yacht Race & 2010 LEXUS Lincoln Week Regatta**

## **Notice of Race**

### **1. Invitation**

The Port Lincoln Yacht Club as the organising authority with the co-operation of the Cruising Yacht Club of South Australia and the Royal South Australian Yacht Squadron invite entries for the: -

- 60<sup>th</sup> Adelaide to Port Lincoln Yacht Race and Lincoln Week Regatta

### **2. Rules**

The Races will be governed by:

- (a) 2009-2012 Racing Rules of Sailing (RRS)
- (b) International Rule Club (IRC) rules 1, 2 & 3.
- (c) International Regulations for the Prevention of Collision at Sea

### **3. Eligibility**

Races are open to self-righting single hull and multi-hull yachts that comply with the current (RRS 2009-2012) Special Regulations, Part 1, Category 3 for all divisions, excluding the LEXUS Lincoln Week Regatta, which shall be Part 1 Category 6. All yachts shall comply with all entry requirements prior to 1200hrs Monday 15<sup>th</sup> February 2010. Yachts shall be on the register of a yacht club affiliated with its National Authority. Yachts competing in the Adelaide to Port Lincoln Race shall have a minimum overall length of 8 metres.

All yachts competing in the Adelaide to Port Lincoln Race shall have a current Category 3 safety certificate which may be audited by the Race Committee.

For boats racing IRC, no alteration to a boats current TCC will be permitted one week prior to the event, except as a result of a rating protest, or to correct rating office errors.

### **4. Advertising**

Advertising is restricted to Category C

### **5. Entries**

Entries shall be lodged with the appropriate fee with the PLYC by Wednesday, 10<sup>th</sup> February 2010. The race committee is not obliged to accept an entry and reserves the right to refuse any entry.

Entry fees are as follows:

- \$200 for LEXUS Blue Water Classic (Adelaide to Pt Lincoln). The entry fee is for the division that you nominate and if you wish to nominate for extra divisions, the fee will be \$75 per division.
- \$100 for the LEXUS Lincoln Week Regatta. The entry fee is for the division that you nominate and if you wish to nominate for extra divisions, the fee will be \$75 per division.

Any entries received after Wednesday, 10<sup>th</sup> February, 2010 will attract a late entry fee of \$50. No entries or safety certificates will be accepted after 1200 hours on Monday, 15<sup>th</sup> February, 2010.

These prices are inclusive of GST

#### **6. Compulsory Race, Safety and Weather Briefing**

The Adelaide to Lincoln Race briefing (including Cruising) will be held at 1830 hrs on Thursday 18th February 2010 at the Royal South Australian Yacht Squadron.

A minimum of 3 crew members of a yacht intending to compete, must attend the whole of the briefing in order for a boat to be eligible to compete. It is mandatory that the skipper attends.

#### **7. Race Wind Limits**

A postponement for all divisions may apply if a gale warning (thirty four (34) knots) is forecast for any part of the course. A postponement for Cruising Division and Multihulls may apply if a strong wind warning (twenty Five (25) knots) is forecast for any part of the course.

#### **8. Program**

The LEXUS Blue Water Classic Adelaide to Lincoln race starts off Outer Harbour in the Gulf St Vincent on Friday 19th February, 2010. The Cruising and Veteran Division's start at 1000 hrs, Monohull Racing and Performance Cruising Divisions start at 1500 hrs and the Multihull Racing Division start at 1510 hrs. Course length is approximately 150 nautical miles to Port Lincoln.

#### **9. Lincoln Week – Preliminary**

Briefing for the Lincoln Week Regatta will be held at the Port Lincoln Marina Tavern at 0900 hrs on Monday, 22nd February, 2010.

Monday 22nd February - 2 races

Tuesday 23rd February - Long race (possibly 2 races for Etchells/J24/Trailables)

Wednesday 24<sup>th</sup> February – Short Bay race followed by Spalding Cove BBQ

Thursday 25<sup>th</sup> February – 2 races

The program may be varied to suit the needs of classes entering the event.

The Lexus Lincoln Week Presentation Night Dinner will be held at the Port Lincoln Yacht Club Thursday evening.

#### **10. Handicap System**

Racing Yachts will be allocated into two divisions of Arbitrary TCF Handicap at the discretion of the handicapping committee. Cruising and Multi-Hull Yachts will be as per handicap sheets available at the briefing. Any disagreement with the handicaps allocated will not be grounds for redress.

#### **11. Divisions**

For a division to be eligible for trophies, there must be a minimum of five entries. Subject to minimum numbers being met, the divisions will comprise of IRC, Monohull Racing, Monohull Performance Cruising, Monohull Cruising, Monohull Veteran, Multihull Racing, Etchells, Sports Boats, J24 and Trailable Yachts. Other classes may enter providing the requirement for the minimum of entries is met. Yachts using water ballast must have their certificate endorsed for water ballast. All yachts must produce copies of current certificates.

#### **12. Sailing Instructions**

A hard copy of the Adelaide to Port Lincoln Race Sailing Instructions shall be given out at the briefing on Thursday 18th February at 6:30 pm. A copy of the Sailing Instructions may be available on the PLYC website prior to the briefing. The Lincoln Week Regatta Sailing Instructions will be available at the Regatta briefing.

### **13. Radios**

All yachts must have VHF marine radios capable of operating on channels 16, 21, 73, 77, 80, 81 and 82.

### **14. Safety Declaration Form – Lincoln Race**

For all Divisions the Safety Declaration form which includes confirmation that the boat complies with all entry requirements, will be available at the pre race briefing, and must be signed prior to the briefing. Any boat found not complying with the safety category requirements, after the declaration has been completed, shall be scored a DNS and action may be taken against the boat owner.

### **15. Crew List**

Each skipper must have completed the Mandatory Crew List 48 hours prior to the start of the race. Any late alterations are to be advised to the Race Office of either Adelaide club in writing. \*A PDF file of the Crew List Template is available from this website.

### **16. Liability**

All taking part in the race(s) do so at their own risk and responsibility. The organisers reserve the right to refuse an entry. Attention is drawn, to all competitors, to the IYRU fundamental rule responsibility of a yacht. This states it shall be the sole responsibility of each yacht to decide whether to start, not to start, or to continue the race.

#### ***Warning***

***Sailing and activities associated with it involve risks of personal injury, loss, damage and even death. The risks include, but are not limited to, the risk of injury from collision, capsizing, falling overboard, being trapped under the sail or boat after capsize and impact with equipment. The risks involved in this activity are heightened by, adverse weather conditions, inadequate training, fatigue, inexperience, failure to maintain boat, failure to supply and use the recommended safety equipment, failure to observe the RRS, YA Prescriptions and the Port Lincoln Yacht Club Sailing Instructions.***

***The Port Lincoln Yacht Club relies upon the provisions and limitations of the South Australian Civil Liability Act 1936 and notifies all race participants who engage in recreational activity that they do so at their own risk.***

***Having given this risk warning, Port Lincoln Yacht Club its associates, appointees and volunteers will not be held liable for any personal injury or death, however it may occur.***

## **Port Lincoln Yacht Club**

### **Emergency Response Plan**

This plan is designed to give guidelines for the management of the Adelaide to Port Lincoln Yacht Race in the case of an emergency during the event. This document does not replace, amend or form part of the Sailing Instructions.

#### **Risk Sharing**

As with many sports, the risks in competing in this event are shared by the competitors. Conditions of entry apply to all competitors and these include agreement to sail to both the International Sailing Federation (ISAF) Racing Rules of Sailing (RRS), the International Regulations for Preventing Collisions at Sea and the provision on each competing yacht for all safety equipment required by State Legislation and by Yachting Australia. Attention is drawn to Fundamental Rule of the 2009 – 2012 RRS: **“The responsibility for a boat’s decision to participate in a race or to continue to race is hers alone.** In addition the Skipper of the yacht is responsible for the training of his crew, particularly in regard to Safety Matters such as man overboard procedures.

Whilst the Organising Authority has a Duty of Care to the competitors, and must ensure that all decisions are based on sound and fair practices and good judgment, skippers remain responsible for their boats and crews.

#### **Race Management**

It is Race Management’s responsibility to ensure that all competitors meet the requirements of the Race Entry to Safety Certificates, Crew Lists and Measurement Certificates. To meet safety requirements, random safety checks on any competitor may be carried out prior to an entry being accepted.

The decision to start, postpone or abandon the event will be made by the Principal Race Officer, after taking into account conditions likely to be encountered during the event. If conditions change during the race the PRO may be forced to abandon the event and all competitors are expected to shorten sail and proceed to a safe anchorage until conditions improve.

#### **Competitor and Vessel Eligibility**

**Safety Compliance:** All competitors competing in the Adelaide to Port Lincoln Yacht Race organised by the Port Lincoln Yacht Club, shall comply with the safety requirements outlined in the 2009 – 2012 RRS, Special Regulations, Part 1 and any other regulations as required by the event Sailing Instructions. All competing skippers shall have a Category 3 Safety Certificate which may be audited by the Sailing Committee. Such audits will be carried out by auditors nominated by the Sailing Committee. Any boat failing the safety audit after signing the Safety Declaration form, shall be declared a non starter in the event, and action may be taken against the Owner/Skipper.

Crew Skills: Competitors must be able to demonstrate that they are competent to safely operate their vessel over the duration of the event. This competence can be demonstrated by past events that they have competed in or by evidence of suitable training. Crew numbers must be sufficient to safely operate the vessel over the duration of the event and at the very least, must not be less than three competent crew, including the person in charge of the vessel.

#### Sailing Instructions

Sailing instructions for the event will clearly describe the course to be sailed, the race radio frequencies to be used together with the name of the land station conducting the radio reporting schedules, the radio reporting schedules and any warnings considered necessary.

#### **Vessel Nomination and Crew List**

Sign on Sheets: All skippers will sign on at the pre race briefing, on the form provided, confirming that they intend to start and have conformed to the requirements set out in the Notice of Race and Sailing Instructions. Failure to sign means the competitor will be classed as a non starter.

Crew List: All skippers, 48 hrs prior to the scheduled start time, will furnish a list detailing all crew names, their next of kin or contact person (two names preferably) and the relevant contact address's or phone numbers. The contact phone number for the person in charge of the vessel must be provided on the list.

#### **Documentation**

The organizing authority will provide to the Officer in charge of the escort vessel, Coastguard Race Control and the relevant VMR stations details of boats competing in the race. The information will include the following:

- (a) Boat Name
- (b) Sail Number
- (c) Skippers Name
- (d) Boat Mobile number
- (e) Radios operational (HF/VHF)
- (f) Home club
- (g) Boat Length
- (h) Boat colour

#### **Coastguard Race Control**

Coastguard Race Control is not part of the organizing authority or the event race committee.

#### **Weather Reports**

Pre Event: A detailed weather forecast will be given at the competitors briefing. Competitors must note that this weather briefing is provided some fifteen hours prior to the first start, and may change in that period, therefore continued monitoring of the forecasts should take place in that period.

#### **Radio Reporting**

Requirements: All competitors must have, as a minimum requirement, a VHF radio fitted and operable. Prior to the event, all competitors must demonstrate that they are able to establish radio contact on the required channel, with the designated land station, as detailed in the Sailing Instructions. Failure to establish radio contact

within the nominated period, prior to the start of the event, will deem the vessel a non starter.

Radio Watch: All competitors are required to maintain a dual listening watch on VHF channel 16 and the nominated race frequency.

### **Radio Schedules**

Requirements: Radio schedules will be as per the Sailing Instructions. Vessels must meet all listed schedules. Failure to fulfil the radio schedules is a serious safety breach and result in a 10% time penalty for each occurrence unless there is a reasonable written explanation delivered to the Race Committee within 12 hours after the vessel's finishing time. The Race Committee will be responsible for determining whether a penalty will apply once a written explanation is received.

Vessels Reporting: All vessels must report their true position at the scheduled time in Latitude and Longitude, as detailed in the Sailing Instructions. Incorrect reports will result in disqualification. All reports will be closely monitored by the escort vessel.

Vessels withdrawing from event: Competitors withdrawing from the event shall maintain the required radio schedules until such time as their vessel has returned to port. These vessels will be closely monitored by the escort vessel and relevant land station.

Action plan for vessels failing to report in on Radio Schedules: If, at the conclusion of the radio schedule, any vessel has failed to transmit their position, the radio operator from the responsible station will ask other competitors if the missing vessel has been sighted or, whether any competitor was able to hear transmissions from the missing vessel. The radio operator will also try calling the missing vessel on a regular basis. The officer in charge of the escort vessel will decide a course of action, which may include the reporting to Police Communications of the possibility of a missing vessel and the contacting of next of kin/contact person to ascertain if contact has been made by the missing vessel.

At the discretion of the escort vessel, if the vessel has not been located, after a period of two hours following the radio schedule, he may declare a full emergency which will require a full search and rescue program.

### **Emergencies**

Description: An emergency is an incident where it is believed lives may be at risk or an unsafe condition exists. The responsible person delegated by the Organising Authority can only declare an emergency.

Responsible Persons: The responsible person will be one of the following -

- (a) Officer in Charge of the escort vessel
- (b) Principal Race Officer
- (c) Commodore of Port Lincoln Yacht Club

Control: Any emergency declared whilst the event is in progress will be managed by the responsible person until such time that person is relieved of their responsibilities by the Police Officer in charge of the rescue operation.

Facilities: All resources of the CYCSA, RSAYS and PLYC will be made available to assist the rescue authorities in an emergency.

**Media**

A media liaison person will be appointed by the responsible person to manage all matters relating to the emergency, and only that person is authorized to speak to the media. General Managers of the Adelaide based clubs and the Commodore of the Port Lincoln Yacht Club would be preferred as that designated person.