



# **2017 TEAKLE CLASSIC 67th Adelaide to Port Lincoln Yacht Race**

## **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 will conduct the

### **67th Adelaide to Port Lincoln Yacht Race**

On the waters of St Vincent's and Spencer Gulfs to be held on Friday 17<sup>th</sup> February, 2017

Owners and Charterers of eligible boats are invited to enter on the conditions of the Notice of Race.

### **2 RULES**

- 2.1 The race will be governed by the rules as defined in the Racing Rules of Sailing (RRS) 2017 – 2020 (RRS).
- 2.2 Special Regulation Part 1 Australian Sailing shall apply.
- 2.3 The following alterations have been made to the rules:  
RRS 50.2 and 50.3 Are amended to permit boats to tack spinnakers to bowsprits or bow poles.
- 2.4 RRS51, Movable or Variable Ballast (within the meaning of those terms in the special regulations) is altered by adding, "except that canting keels and transferable water ballasting and pumps to fill, transfer and exhaust water ballast are allowed for the purpose of changing trim or stability
- 2.5 RRS52 (Manual Power) is deleted. Stored power is permitted for the adjustment and operation of sails and movable appendages.
- 2.6 IRC 2014 Rules Part A, B and C shall apply.
- 2.7. Except as a result of a rating protest, or to correct a rating office error, no changes to an IRC or a AMS yacht's TCC rating will be permitted after 1600 hrs

Thursday, 16<sup>th</sup> February, 2017.

- 2.8 Between sunset and sunrise, when a boat cannot determine with certainty what tack the other boat is on, she shall keep clear of that boat. Competitors are reminded that part of the definition of “room” in the RRS includes taking into account the existing conditions (including visibility).  
Nothing in the Notice of Race or Sailing Instructions relieves a boat of her responsibility under civil law to comply with the International Regulations for preventing Collisions at Sea or local regulations.
- 2.9 RRS 55 is amended adding the following sentence to the rule: “However, discarding elastic, cotton, wool, or any other biodegradable material when setting a sail is permitted”.

### **3. ADVERTISING**

- 3.1 The World Sailing advertising Code, Regulation 20 shall apply.
- 3.2 Boats shall be required to display the “Lincoln Week” bow sticker supplied by the organizing authority.
- 3.3 The organising authority reserves the right to refuse advertising by a boat or competitor when it is in conflict with an event sponsor or the laws of the South Australian or Australian Governments.

### **4. ELIGIBILITY: Yacht and Crew**

- 4.1 Races are open to Monohull yachts that comply with the (RRS 2017- 2020) Special Regulations, Part 1, Category 3 for all divisions.
- 4.2 All yachts shall comply with all entry requirements prior to 2400hrs Friday 10<sup>th</sup> February 2017.
- 4.3 Yachts shall be on the register of a yacht club affiliated with its National Authority.
- 4.4 Yachts competing in the Adelaide to Port Lincoln Race shall have a minimum overall length of 8 metres.
- 4.5 All yachts must have a current Category 3 Special Regulations Audit certificate. This certificate must be available, if requested, for auditing by the Race Committee.
- 4.6 As a condition of entry all entrants must be made available for a Special Regulations inspection on Thursday 16<sup>th</sup> February, 2017 and Friday 17<sup>th</sup> February, 2017.  
Owners of boats to be inspected will be notified when the safety inspection will take place. Non compliance with inspection will result in the entry being rejected.
- 4.7 It is mandatory that boats carry a minimum of four crew. Two of the crew shall have completed one category 3 race prior to this event.
- 4.8 Whilst not mandatory, it is highly recommended that 50% of the crew hold a current Australian Sailing Safety and Sea Survival Course or acceptable equivalent safety certificate issued by their home club.
- 4.9 All crew must have a current YA Silver membership card. See Port Lincoln Yacht Club website [www.plyc.com.au](http://www.plyc.com.au) for details of membership availability. This membership requirement will also apply to any late crew changes.
- 4.10 IRC Rule 24.4.2 is deleted and replaced by, “The maximum total weight of crew in kilograms that may sail aboard a boat shall not exceed the product of the crew number printed on her certificate multiplied by 85. There is no maximum number of crew.”
- 4.11 Yachts using water ballast must have their certificate endorsed for water ballast. All yachts must produce copies of current certificates on demand.
- 4.12 In accordance with RRS 76., the Organising Authority will reject or cancel the entry of a boat that does not comply with the conditions of this Notice of Race.
- 4.13 The Organising Authority is not obliged to accept any entry. (refer RRS 76.1)

## **5. RACING DIVISIONS**

For a division to be eligible for trophies, there shall be a minimum of five entries. subject to minimum numbers being met, the divisions will comprise of PHS, IRC, and AMS racing and PHS Cruising. Depending on the number of IRC and AMS entrants these categories may be raced in two divisions at the discretion of the Race Committee.

## **6. ENTRIES**

- 6.1 Entries shall be lodged online with the appropriate fee with the PLYC by 2400 hrs on Sunday, 5<sup>th</sup> February 2017.
- 6.2 No entries, or Special Regulations certificates will be accepted after 2400 hours on Friday, 10<sup>th</sup> February, 2017.

## **7. FEES**

- 7.1 Entry fees for the 2017 **Teakle Classic Adelaide to Port Lincoln Race** for entries lodged from 0001 hrs on Sunday 1<sup>st</sup> January, 2017, will be \$370.
- 7.2 An early bird fee of \$300 will apply to entries lodged up to 2400 hrs on Saturday 31<sup>st</sup> December, 2016
- 7.3 On entry all yachts are automatically entered into PHS racing, and if you wish to Enter for extra divisions, the fee will be \$75 per division.
- 7.4 Any entries received between 2400 hrs on Sunday, 5<sup>th</sup> February, 2017 and 2400 hrs on Friday 10<sup>th</sup> February, 2017 will attract a late entry fee of \$100.  
These prices are inclusive of GST
- 7.5 Entry Cancellation and Refunds - If written cancellation of entry is received by the Organising Authority by 2400hrs on Monday 13<sup>th</sup>, February, 2017, the whole fee less a \$100 administration charge will be refunded. Thereafter, refunds will be made only in exceptional circumstances. In the event of a race being abandoned or cancelled, entry fees will not be refunded.
- 7.6 The fees include a \$50 surcharge to assist in covering the cost of the Yacht Trackers.

## **8. REGISTRATION AND BRIEFING**

- 8.1 The Adelaide to Lincoln Race registration and briefing for all divisions will be held on Thursday 16th February, 2017 at the Cruising Yacht Club of South Australia. Registration will commence at 1800 hrs and the race briefing will commence at approximately 1845 hrs.
- 8.2 A minimum of 2 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.

## **9. SCHEDULE OF EVENT**

The 2017 **Teakle Classic Adelaide to Port Lincoln Race** starts off at Outer Harbour in the Gulf St Vincent on Friday 17th February, 2017. The Cruising Division's start is at 1000 hrs, Racing Division start is at 1500 hrs. Course length is approximately 150 nautical miles to Port Lincoln.

## **10. SAFETY**

- 10.1 **CREW SAFETY:** The wearing of PFD's is mandatory between sunset and Sunrise when on deck, If conditions predict, they should also be worn outside the

mandatory period.

- 10.2 **SHORE CONTACTS:** Each skipper shall supply to the organising authority two shore based contacts, their contact phone numbers (Home and Mobile) and their home addresses. Post Office Box addresses are not acceptable. Each contact will have full details of the boat's crew list, including phone numbers, next of kin details, home addresses and each crews YA membership number. The boat's entry will remain inactive until full details of the boat's shore based contacts are received by the organising authority. Any late crew alterations are to be advised to the Race Office of either Adelaide club in writing and must be detailed with the shore based contact.
- 10.3 **EMERGENCY RESPONSE PLAN:** The emergency response plan is an Addendum to this notice of race. It is the skippers responsibility that this plan is read by all crew competing in the event.

## **11. TRACKERS**

- 11.1 A boat may be required to carry a tracking device supplied by the Organising Authority.
- 11.2 A boat that interferes with the normal operation of a tracking device or fails to comply with an Organising Authority request in regard to tracking devices will be subject to protest by the Race Committee.
- 11.3 An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the Organising Authority.
- 11.4 When trackers are used it will be mandatory that they are securely fixed to the boat and turned on for the duration of the race. Any details prior to the event will be posted on the event website.

## **12. 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 may apply if a strong wind warning (twenty Five (25) knots) is forecast for any part of the course.

13. **SAILING INSTRUCTIONS** A hard copy of the Sailing Instructions shall be given out at the briefing. A copy may be available on the website ([www.plyc.com.au](http://www.plyc.com.au)) prior to the briefing.

14. **HANDICAP SYSTEM** Racing Yachts will be allocated into two divisions of PHS Handicap at the discretion of the Race Committee. Racing and Cruising handicaps will be as per handicap sheets available at the briefing. Any disagreement with the handicaps allocated, will not be grounds for redress.

## **15. COMMUNICATIONS**

- 15.1 All yachts shall have a permanently installed VHF marine radio in accordance with Australian Sailing SR Part 1, 3.25.1 capable of operating on channels 16, 21,73, 77, 80, 81 and 82 or boats shall also carry a Satellite Phone (satphone) with appropriate battery/recharge capability and that can receive messages and has a warning light which alerts that a message has been received.
- 15.2 A proof of installation of the satphone equipment by a qualified technician shall be provided to the organising authority at registration.

## **16. MEDIA RIGHTS AND RESTRICTIONS**

The conditions of entry include:

a requirement that the owner or charterer of the boat and all crew members:

1. Acknowledge that the Organising Authority owns all media rights to the Adelaide to Port Lincoln Race 2017 and may exercise those rights as it sees fit;
2. Grant the Organising Authority the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any media, the names, images and biographical information relating to the crew and photographs, video footage and audio recordings taken of the boat and its crew prior to, during and after the race;
3. Crew members of boats may, prior to, during and after the race, speak or provide material to any media representatives accredited by the Organising Authority, regarding the race and the prospects, performance or strategy of boats entered or participating in the race, subject to any comments and material not undermining or interfering with, or having a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the Jury, measurers or current or former sponsors of the Organising Authority. This approval may be revoked by the Organising Authority in respect of a boat or media representative at any time.

Any breach of these conditions may, at the discretion of the Organising Authority or the Race Committee, lead to the rejection of an entry, the cancellation of an entry or the disqualification of a boat (refer RRS 76.1). This does not limit the right of the Organising Authority to take any other action it sees fit to enforce compliance with these conditions.

## **17. PRIZES**

### **17.1 Adelaide-Lincoln Racing Divisions**

Rundal trophy - Fastest time,

PHS racing Div 1 and Div II - First, Second and Third.

IRC - First, Second & Third.

AMS racing – First, Second and Third.

Morton trophy - First PHS Port Lincoln Yacht,

Mayne trophy - Fastest Port Lincoln Yacht,

First CYCSA yacht PHS,

First RSAYS yacht PHS,

First PASC yacht PHS

Vercoe Trophy Overall PHS, second & third

Teams Trophy – First 4 yachts on PHS from one club

Cooks trophy – last boat over the line

## 17.2 **Cruising Division**

Fastest time

First, second & third on PHS.

## 18. **AMENDMENTS**

The Organising Authority reserves the right to amend this Notice of Race.

Amendments will be published on Port Lincoln Yacht Club website, [www.plyc.com.au](http://www.plyc.com.au).

Any late amendments will also be published on the CYCSA and RSAYS notice boards.

## 19. **INSURANCE**

All entrants are required to provide evidence of Public Liability and Third Party Property insurance cover for the sum of at least AUD10,000,000.

## 20. **CONDITION OF ENTRY**

By entering a boat in the 2017 **Teakle Classic Adelaide to Port Lincoln Race** as owners/charterers:

1. Acknowledge that the entry is made subject to the conditions set out in the Notice of Race, as it may be amended;
2. Acknowledge and accept the risks, including the risk of harm to persons, associated with:
  - (a) the perils of the sea;
  - (b) the seaworthiness or otherwise of any boat participating in the 2017 **Teakle Classic Adelaide to Port Lincoln Yacht Race**
  - (c) the participation, including negligent participation, by all persons in the Teakle Classic Adelaide to Port Lincoln Race 2017, including participation as skipper, crew person, official, race organiser or otherwise; and
  - (d) the defaults, acts and omissions, including negligent defaults, acts and omissions, of the Port Lincoln Yacht Club (PLYC) and its officers, employees, agents, volunteers and members, and the crews of all boats;
3. Acknowledge and accept that PLYC:
  - (a) does not and cannot control, diminish or affect the perils of the sea;
  - (b) is not in a position to take precautions against the risk of harm to persons arising from the perils of the sea;
  - (c) is not in a position to provide advice, assistance or support to boats and crews during the course of the Teakle Classic Adelaide to Port Lincoln Yacht Race 2017;
  - (d) does not certify the seaworthiness or suitability to race of any boat;
4. agree:
  - (a) to release, hold harmless and indemnify PLYC, Teakle organisation and their respective officers, employees, agents, volunteers and members from all liability any of those persons has to the owner/charterer or any crew member on the boat, or to any person claiming through or under any such person, arising from loss of life or injury to persons, or loss of or damage to property, howsoever caused, including by negligent act or omission, arising out of or relating to:
    - (i) participation by the boat or any other boat in the Teakle Classic Adelaide to Port Lincoln Yacht Race 2017
    - (ii) the conduct or course of the Teakle Classic Adelaide to Port Lincoln Yacht Race 2017 in any respect including any act or omission (whether

- reasonably foreseeable or not) causing or relating to loss of or damage to any boat or the death of or injury to any person; or
- (iii) any of the matters referred to in paragraphs 3 and 4,
- (b) that the benefit of paragraph 4(a) is held on trust by PLYC for the Teakle organisation and for the respective officers, employees, agents, volunteers and members of PLYC and Teakle organisation.
- (c) that participation by the boat and crew in the Teakle Classic Adelaide to Port Lincoln Yacht Race 2017 is agreed by PLYC on the basis that participation is entirely at the risk of the owner/charterer and each member of the crew on the boat and that PLYC is not responsible for the boat or its crew; and
- (d) that it is the sole and exclusive responsibility of each boat to decide whether to start or not to start the Teakle Classic Adelaide to Port Lincoln Yacht Race 2017 or, once having started, whether to continue to race;
5. Acknowledge and agree that the contract formed by the acceptance of this entry by PLYC is governed by the law of South Australia and that any liability for harm to persons that results from breach of an express or implied warranty that the Teakle Classic Adelaide to Port Lincoln Yacht Race 2017 and all services relating thereto will be conducted or rendered with reasonable care and skill is excluded;
6. Agree that if the owner/charterer or any person on the owner's/charterer's behalf requests the Race Committee or any officer, employee or volunteer of PLYC to arrange for special assistance because the boat has become disabled, or for any other reason, then the owner/charterer indemnifies PLYC and its officers, employees and agents in respect of any liability, cost or expense which may thereby be incurred;
7. confirm that:
- (a) the information in the on-line entry form is correct and up-to-date;
- (b) subject to the Notice of Race and the Sailing Instructions, PLYC will be advised immediately in writing, or by acknowledged facsimile or email, of any change to that information; and
- (c) no alteration likely to affect the rating/handicap/stability of the boat has been made since the boat was last measured/raced and that if any such alteration is made the PLYC will be notified immediately, in writing, or by acknowledged facsimile or email.

## **21. FURTHER INFORMATION**

For further information please contact:  
Andy Dyer, [andy.dyer@epseafoods.com.au](mailto:andy.dyer@epseafoods.com.au)  
0428837275

## Port Lincoln Yacht Club

### Emergency Response Plan

This plan forms part of the Notice of Race and 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 World Sailing 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 Australian Sailing. Attention is drawn to Fundamental Rule 4 of the 2017 – 2020 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, On shore contacts 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 2017 – 2020 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 Registration 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 four 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 Registration and Shore Contacts**

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

Shore Contacts: All skippers, at time of entry, will furnish a list detailing contact details of the boats shore contacts. These contacts will be able to provide to the organising authority, 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 Marine Division of SAPOL, 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 Marine Division of SAPOL and the relevant VMR stations.

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 Marine Division of SAPOL and relevant VMR 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 relevant VMR station will notify the Marine Division of SAPOL 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 Marine Division of SAPOL, 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 Marine Division of SAPOL
- (b) Principal Race Officer:

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.