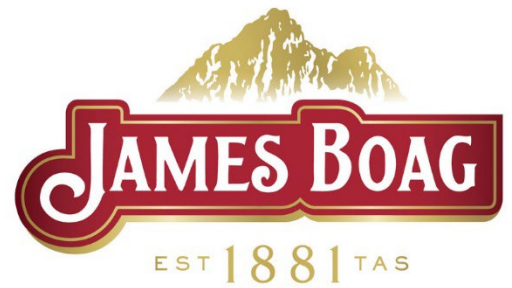


THE ROYAL YACHT CLUB OF TASMANIA

NAVIGATION & SEAMANSHIP CRUISE



SET BY: THE CREW OF "BEAVER"

GENERAL INSTRUCTIONS

The 2024 Boags Navigation and Seamanship Cruise ('the Cruise') will start from The Royal Yacht Club of Tasmania ('RYCT') at 1900hrs on Friday, 3rd May 2024, and finish on Saturday afternoon, 4th May 2024 in the vicinity of Taranna.

The Cruise format will consist of three stages - a night stage of four sections, and morning and afternoon stages of four sections each on the Saturday.

ENTRIES: Will be received at the RYCT up until 1500hrs on **Wednesday, 1st May 2024** (Late entries may be accepted at the discretion of the Organisers). Participating vessels must be capable of maintaining a speed of 6 knots. All skippers will be required to sign a waiver on behalf of their crew at the time of entry as well as provide the number of crew intending to dine ashore at the Taranna Boat Club on Saturday evening.

NAVIGATION: The Cruise has been set with safety in mind and navigation exercises will be straight forward and within the capability of most navigators.

THE START: The Cruise will start from the Start Control situated on the Mezzanine Floor of the RYCT at 1900hrs on Friday, 3rd May 2024 with participants leaving at one (1) minute intervals.

STARTING TIMES: Will be posted in the RYCT Clubhouse by 1200hrs on Friday, 3rd May 2024.

REPORTING AT START: A representative from each participating vessel is to report to the Start Control ten (10) minutes prior to their posted starting time.

FRIDAY NIGHT FINISH: The night stage of the Cruise will be completed in the Derwent River and is expected to finish by 2130hrs. Participants may then make their own way to the vicinity of the Saturday morning start location.

SATURDAY MORNING START: The morning stage will commence at 0830hrs from Sloping Island.

FINISH: The Cruise is expected to finish by 1530hrs on Saturday in the vicinity of Taranna.

CHARTS: The Chart used by the Organisers in setting the Cruise was AUS 171 current as at April 2013. Newer charts corrected since this date will not be affected.

ROUTE INSTRUCTIONS: Will be issued at the start in sealed envelopes. The envelope for each section must only be opened after checking out of the control for the preceding section. Supplementary instructions at Controls may be provided along the route. In the event of inclement weather, it may become necessary to vary the route.

PLOTTING OF COURSES: Courses shall not be plotted closer than 0.5 cables from the shore as charted except where no other way into a Control is possible. You should plot the shortest course to the Control in accordance with the Route Instructions with regard to safety of the vessel and crew, and with regard to any Aquaculture lease boundaries. No allowance has been made for foul ground.

ROUTE CHECKS: Will be identified by a sign bearing the name ROUTE CHECK and will be illuminated at night. You may be required to identify yourself to a ROUTE CHECK and given a time to do so in the ROUTE INSTRUCTIONS.

CONTROLS: Will be identified by a sign bearing the name CONTROL and will be illuminated at night. Boat controls will be situated further than 1 cable apart.

BOOKING IN AT CONTROL: There is no need to book into a control simply because you see one near your route, unless you want to or have been specifically directed to book in. In the interest of safety, reduce speed when in the vicinity of a Control boat; no vessel is to go alongside a Boat Control (unless specifically instructed to do so). If required to book into a Boat Control it will only be necessary to pass close enough to advise your name, number, and time into control and show your unopened next section envelope. Shore Controls can be expected. There will be no dinghy landings during the night.

INABILITY TO BOOK INTO CONTROL: If weather conditions make the approach to a Control perilous, participants may stand off and at the appropriate signal from the Control Officer, may open the sealed envelope for the next section

and proceed to the next Control in accordance with the instructions.

SHORE CONTROLS: All participants should take into account the height of the tide when approaching Shore Controls or Control Boats positioned close to shore. It will be necessary to use a dinghy or tender for shore controls.

CONTROL TIME: Time in and out of Control are the same and will be Eastern Standard Time **read to the forward minute**. If the Control Officer does not agree with your time, you will be informed of the time to be recorded and you are to accept the Control Officer's time. It is your responsibility that the time you record is the same as that recorded by the Control Officer. Control Officers will be deemed judges of fact.

REQUIRED INFORMATION: Answers to crew questions or other required information is to be handed in to a Control as specified in the Section Route instructions. When handing in information, it is to be on the form provided and it is to be clearly marked with the **boat's name and number**.

CREW QUESTIONS: Are separate from the navigation scoring. The results of these may be used if there is a tie.

IDENTIFICATION: Participants must provide a number on their vessel, illuminated at night and capable of easy identification at a distance of 200 metres with binoculars. Illumination should be white/yellow. **Do not use red or green as these cause confusion with navigation lights.**

SAFETY: Every assistance must be offered to any craft in distress. Any time spent in rendering any assistance must be reported to the Control Officer at the next Control or the Organisers. Each person participating in a dinghy landing must wear an approved Personal Floatation Device which meets the requirements of Marine and Safety Tasmania ('MAST').

SAFETY EQUIPMENT: All vessels must carry the necessary safety equipment to comply with all MAST safe boating regulations and the "RYCT Cruising Events Safety Requirements."

It is also recommended that each vessel carry a serviceable radio capable of transmission and reception on VHF frequencies. Any entrant without radio facilities should indicate such on the entry form.

DEFINITIONS AND INSTRUCTIONS:

DEGREES T = True

DEGREES M = Magnetic

VARIATION - for this Cruise variation should be taken as **15° East**.

TIME ALLOWED - Participants may travel at any speed desired not exceeding 12 knots. Participants may vary their speed or even stop, but must provide clear access to the Control for the other participants at all times other than when actually booking in. Distances except where otherwise stated are to be measured in nautical miles.

AVERAGE SPEED - Participants may travel at any speed desired not exceeding 12 knots but must proceed directly to Control once sighted and book in as soon as practicable.

MAINTAINED SPEED - Participants must at all times travel at the speed instructed and must proceed directly to Control once sighted and book in as soon as possible (unless otherwise specially stated in these General Instructions and/or the Section Instructions).

USE OF ELECTRONIC AIDS ETC.: The use of Radar, GPS, and any other marine electronic navigation aides, are permitted. However, the use of electronic equipment to gain outside assistance from a person is prohibited.

RESULTS: The winner will be the participant losing the least number of points in accordance with the schedule as set out below:

Failure to maintain speed (when required) – per minute late or early	1 point (maximum 10)
Wrong control	10 points
Failure to book into a Control	15 points
Missed Route Check	10 points
Booking into Control – for every minute late or early	1 point (maximum 10)
Failure to wear appropriate PFD in a dinghy	10 points
Exhibition of poor seamanship or boat handling	Maximum 10 points
Exceeding speed of 12 knots (both vessel and tender)	15 points
Maximum points loss for each Section	30 points

RETIREMENT: Throughout the event a listening watch will be maintained on VHF Channels 16 and 77. Vessels should notify either directly or through another vessel if they are retiring from the event. Retirement can also be advised by phoning Tony Chamberlain on 0419 899 007.

RESPONSIBILITY AND SAFETY REGULATIONS: It is the Owner or Skipper's (if the Owner is not on board) total responsibility to ensure that their vessel is seaworthy, complies with MAST safety requirements, RYCT Cruising Events Safety Requirements, and is manned by a crew, which is physically fit to face bad weather. The Owner or Skipper (if the Owner is not on board) must be satisfied as to the soundness of the hull and all equipment on board. The Owner or Skipper (if the Owner is not on board) must ensure that all safety equipment is properly maintained and stowed and the crew know where it is kept and how it is used.

Nothing in these General Instructions or the organisation and participation in this event in any way limits or reduces the responsibility and liability of the Owner and/or Skipper. By signing the Entry Form the Owner/Skipper accepts this responsibility.

PROTESTS: Any protests must be lodged with the RYCT accompanied by a fee of Twenty Five Dollars (\$25.00) by 1700hrs on Monday 6th May 2024.

FUNCTIONS: The Saturday evening function will be hosted by the Taranna Boat Club from 1630hrs. A reasonably priced barbecue style meal will be provided by the club and drinks will be available over the bar, no BYO. All participants are encouraged to attend and support the Taranna Boat Club. Results will be announced approximately 1930hrs.

During the return passage to the RYCT on Sunday 5th May 2024, a social gathering with a raft-up will be held at a convenient location during which crew question results will be announced. All competitors and control boats are encouraged to attend.

ANY QUERIES CAN BE DIRECTED TO:

Tony Chamberlain 0419 899 007 or Leigh Pilkington 0409 977 239