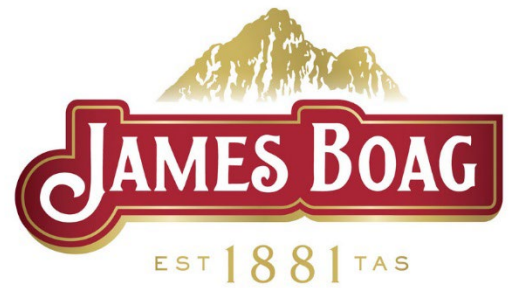


# THE ROYAL YACHT CLUB OF TASMANIA

## 2025 NAVIGATION & SEAMANSHIP CRUISE



### GENERAL INSTRUCTIONS

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The 2025 Boags Navigation and Seamanship Cruise ('the Cruise') will start from The Royal Yacht Club of Tasmania ('RYCT') at 1900hrs on Friday, 2nd May 2025, and finish on Saturday afternoon, 3rd May 2025 in the vicinity of Dover.

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

**ENTRIES:** Will be received at the RYCT up until 1000hrs on **Thursday, 1st May 2025** (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 Port Esperance Sailing 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, 2nd May 2025 with participants leaving at one (1) minute intervals.

**STARTING TIMES:** Will be posted in the RYCT Clubhouse by 1200 hrs on Friday, 2nd May 2025.

**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 finish **in the Upper Channel area and is expected to finish by 2230hrs**. Participants may then anchor for the night wherever they may choose taking into account the location of Saturday morning's start location.

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**SATURDAY MORNING START:** The morning stage will commence at 0830hrs.

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

**CHARTS:** The Charts used by the Organisers in setting the Cruise are AUS 171 (Edition - July 2021) and AUS 173 (Edition - July 2021).

**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.

**TIME TRIAL:** The Time trial on Friday is a series of point-to-point navigation manoeuvres and is a test of accuracy as well as navigational skills. It is not a race, the fastest does not win. Time Trialling requires that you arrive at checkpoints located a known distance apart at precisely the right time, based on your nominated speed of between 6 and 12 knots. Each boat starts individually at an allocated time and completes a set course around waypoints on the river.

You will need to advise the organisers of your nominated speed at the Start Control on Friday night when picking up the trial information envelopes.

See **Appendix I** for more information.

**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

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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').

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**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

DEGREES C = Compass

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 **Roger King on 0419 816 965**.

**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 Five Hundred Dollars (\$500.00) by 1700hrs on Monday 5th May 2025.

**FUNCTIONS:** The Saturday evening function will be hosted by the Port Esperance Sailing Club from 1630hrs. A reasonably priced 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 PESc. Results will be announced approximately 1930hrs.

Link for booking meals at PESc: <https://www.trybooking.com/DBEHU>

During the return passage to the RYCT on Sunday 4th May 2025, 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.

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**ANY QUERIES CAN BE DIRECTED TO:**

**Roger King 0419 816 965 or David Bowker 0418 136 493**

**Appendix I - Time Trialling Rules**

1. The official time for the Time Trial is at [www.time.is](http://www.time.is). Timing is to the second.
2. Your start and finish time is your exact start time Australian Eastern Standard Time. (This is different to Saturday's Navigation Trial where time is read forward to the next minute).
3. A waypoint is a navigational position on a course leg. A checkpoint is a waypoint where a control boat will record your time of arrival.
4. Not all waypoints will be checkpoints.
5. Organisers have determined the length of each leg using GPS waypoints rounded to chart accuracy (0.01 of a nm). These distances have been used to determine the target, time on distance, for each nominated boat speed.
6. Your nominated speed is to be used for determining your ETA at the next waypoint, however it is expected that speed alterations will be required to offset challenges such as set, speed restrictions when approaching controls or other vessels, restricted speed areas etc.
7. Upon arrival at a checkpoint, the control vessel will call **"Mark"** at the time they deem you have arrived. The vessel should respond with their light box number.
8. Your arrival time at each checkpoint will be compared to the target time, and the time difference used to score vessels.
9. Each checkpoint is a stand-alone for scoring purposes. You cannot offset time at the next checkpoint – if you are sixty seconds late at Checkpoint 1 and sixty seconds early at Checkpoint 2, you will be scored 120 seconds in penalties.

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- 10.Excessive speed changes observed by a control or route check vessel will attract a 60 second penalty.
  - 11.Failing to navigate to a waypoint will attract a 60 second penalty.
  - 12.Breaches of navigation rules will attract a 60 second penalty.
  - 13.As per the Navigation Trial rules, the skipper of a control or route check vessel is a determiner of fact.
  - 14.The vessel with the lowest accrued time penalties will be declared the winner
  - 15.The penalties accumulated by each participant will rank them in order of performance for the time trial. They will then be allocated points consistent with the remainder of the navigation trial points low score system.