

Port Lincoln Yacht Club  
Presents

# The Teakle Classic 70<sup>th</sup> Adelaide to Port Lincoln Yacht Race

Friday, 21st February 2020

<b>Organising Authority</b>	Port Lincoln Yacht Club Phone (08) 8682 3442 <a href="http://www.plyc.com.au">www.plyc.com.au</a>	
<b>Flag Officers</b>	Commodore Vice Commodore Rear Commodore	Mary Clark Craig Bascombe Andy Dyer
<b>Principal Race Officer</b>	Kevin Wilson (IRO)	
<b>Protest Panel</b>	Andrew Waterman (NJ) Tim Went (IJ)	Mike Rogers (NRO)
<b>Administration</b>	Regatta Co-ordinator Lincoln Week Committee	Fiona Paul Jonathan Newbury (Chairman)

## **1 RULES**

- 1.1 The Regatta will be governed by the rules as defined in The Racing Rules of Sailing (RRS).
- 1.2 The Prescriptions and Special Regulations of Australian Sailing shall apply.
- 1.3 The South Australian Recreational Boating Regulations (DTEI) shall apply.
- 1.4 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.
- 1.5 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.
- 1.6 RRS52 (Manual Power) is deleted. Stored power is permitted for the adjustment and operation of sails and movable appendages.
- 1.7 For boats competing in the IRC division, the IRC Rules Part A, B and C shall apply.
- 1.8 Except as a result of a rating protest, or to correct a rating office error, no change to an IRC yacht's TCC or AMS rating will be permitted after 1600 hrs Thursday, 20<sup>th</sup> February, 2020.
- 1.9 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). Official sunset shall be 2005 hrs and official sunrise shall be 0650 hrs.
- 1.10 Nothing in these Sailing Instructions or Notice of Race relieves a boat of her responsibility under civil law to comply with the International Regulations for Preventing Collisions at sea or local conditions.
- 1.11 Unless in use, Yachts shall NOT carry anchors protruding beyond the bow whilst racing, but must be carried aboard.
- 1.12 Yachts with retractable bow poles must have them retracted when sails are not attached to the poles, except when setting or retrieving sails attached to the bow poles.
- 1.13 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".

## **2 ADVERTISING**

- 2.1 The World Sailing Advertising Code, Regulation 20 shall apply.
- 2.2 Boats shall be required to display the "Lincoln Week" bow sticker supplied by the organizing authority.

## **3 SAFETY REGULATIONS**

- 3.1 Safety regulations shall be those of the Australian Sailing (AS) Special Regulations Part 1, minimum Category 3.
- 3.2 The Adelaide to Lincoln Race registration and briefing for all divisions will be held at 1800 hrs, on Thursday 20<sup>th</sup> February, 2020 at the Royal South Australian Yacht Squadron.
- 3.3 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.
- 3.4 All boats shall carry a minimum of four crew. Two of the crew shall have completed one category 3 race prior to this event.
- 3.5 It is highly recommended that 50% of the crew hold a current Yachting Australia Safety and Sea Survival Course or acceptable equivalent safety certificate issued by their home club.

- 3.6 All crew must have a current AS Silver membership, this membership requirement will also apply to any late crew changes.
- 3.7 During random inspections, details of crew names and AS membership number must be available if requested.

## **4 ADDITIONAL CREW**

- 4.1 With prior approval of the race committee, a boat may carry additional persons on board for media purposes. Such persons shall not participate in the sailing of the boat. Any penalty for breach of this sailing instruction shall be at the discretion of the protest committee. This amends RRS 47.2 & 62.1.
- 4.2 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."

## **5 NOTICES TO COMPETITORS**

Notices to competitors will be posted on the official club racing notice board(s) at RSAYS and CYCSA. Check with respective race office for the board location.

## **6 SMS MESSAGING**

SMS Messaging may be used to pass on information during the event. Any failure of, or defect in, such information will not be grounds for redress.

## **7 CHANGES TO SAILING INSTRUCTIONS**

- 7.1 Any changes to the sailing instructions will be posted not less than 90 minutes before the warning signal for the division it affects.
- 7.2 Verbal changes to the Sailing Instructions may be made from the Committee Boat by displaying the "Third Substitute" with two sound signals followed by no less than three broadcasts over the VHF race radio channel. Failure by the competitor to hear the transmissions will not be grounds for redress. This changes RRS 62.1(a).

## **8 SIGNALS MADE ASHORE**

Signals made ashore will be displayed on the flagpoles of the RSAYS and CYCSA. Flag "AP" means the race is postponed. The warning signal will be made not less than one hour after Flag AP is lowered. This instruction alters race signals" AP".

## **9 SCHEDULE OF EVENTS**

Racing                    21<sup>st</sup> February 2020 - Warning signal -1440hrs

## **10 CLASS FLAGS**

Racing Code Flag Offshore Multihulls is Numeral Pennant 1.

Racing Code Flag Monohulls is Numeral Pennant 2.

## **11 THE COURSE**

All Divisions: From the start to Marion Reef beacon that shall be left to starboard, then to Dangerous Reef which shall be left to port and then to the finish, crossing from east to west.

## **12 MARKS**

The start mark will be a pink inflatable buoy.

## **13 THE START**

- 13.1 The starting line will be between a mast displaying an Orange flag on the Race Committee boat at the starboard end and the port end starting mark.
- 13.2 A buoy flying an Orange flag may be permanently streamed from the Race Committee Boat from the time of the warning signal until all boats have started. The buoy is deemed to be a permanent part of the Committee Boat and any boat touching the buoy or passing between it and the Committee Boat shall be deemed to have touched the committee boat.
- 13.3 A boat starting later than 10 minutes after her starting signal may be scored "Did not Start" without a hearing. This changes RRS A4. Discretionary powers may be applied by the Race Committee in case of delays caused by damage/breakages.
- 13.4 Premature starters that fail to return and start correctly shall have 20% added to their elapsed time.

## **14 THE FINISH**

- 14.1 The finish line will be between a set buoy due west from the end of Brennans wharf 34 42.750, 135 51.84 as the starboard end and the Port Lincoln Yacht Club bridge 34 43.298, 135 51.84 as the port end
- 14.2 The starboard end will be marked by a flashing yellow light
- 14.3 Finish times will be taken from the Port Lincoln Yacht Club bridge.
- 14.4 On finishing yachts are asked to radio the Port Lincoln Yacht Club on channel 72 and confirm their finish time.
- 14.5 All yachts finishing after 2200 hours on Saturday are asked to record their own times by GPS clock and lodge a finish time declaration form and place it in the declaration box located at the Marina Hotel.

## **15 TIME LIMIT**

The time limit shall be 0600hrs on Sunday, 23<sup>rd</sup> February, 2020. Any boats finishing after the time limit expires, will be scored DNF. This alters RRS 35.

## **16 RACE WIND LIMITS**

A postponement for all divisions may apply if a gale warning (thirty four (34) knots and over) is forecast for any part of the course. Cancellation of these warnings, outside normal forecast times, will allow the postponement signal to be removed.

## **17 RADIO PROCEDURES**

### **17.1 VHF radios are mandatory.**

VHF race frequencies shall be 16, 77, 80, 81 and 21 if required. Ch 16 emergency channel, Ch 77 Pre start race channel, CH 80 (Adelaide Coastguard) and Ch 81(VMR Tumby Bay) and Ch 21 emergency channel (Kangaroo Island). Radios must be operational from forty five minutes prior to the warning signal and during the period of racing.

### **17.2 Starting Information**

All yachts are required to tune to VHF 77 at least forty five minutes prior to the scheduled warning signal. Following the start the Race Committee will advise when all boats are to change to VHF 80. In accordance with RRS 41, the Race Committee may broadcast names/sail numbers of OCS boats and/or other information of interest to competitors. Any failure of, or defect in, such a broadcast will not be grounds for redress. This alters RRS 60.1 and 62.

### **17.3 Compulsory Radio Check**

All yachts shall complete a compulsory radio check on VHF 80 with Coastguard Adelaide between 0800hrs and 2000hrs Wednesday 19th or Thursday 20<sup>th</sup> February, 2020 or between 0800 and 1200hrs on Friday 21<sup>st</sup> February, 2020.

Coastguard Adelaide shall be advised that the call is a radio check and not a race log on. Coastguard Adelaide will confirm with the Race Committee the names of all boats that have completed this radio check. Yachts that do not complete their radio check or have insufficient signal strength shall be scored DNS by the Race Committee.

### **17.4 Intention to Start Log On**

All boats intending to start shall log on with Coast Guard Adelaide on race day, between 0800 hrs and 1430 hrs on VHF Ch 80 and receive verbal acknowledgement. Any boat failing to comply, shall be scored DNS by the Race Committee.

### **17.5 Radio Transmissions**

VHF Ch 80 will be used when in Gulf St Vincent and VHF Ch 81 thereafter, unless directed to other frequencies.

**Note:** As per the Notice of Race satellite phones may be used for communication with Coastguard or VMR Tumby Bay. Yachts intending to use satellite phones are to notify the organising authority at the competitors briefing.

The appropriate phone numbers will be supplied at that stage.

### **17.6 Severe Weather Forecasts**

Weather details are available from Radio, phone and fax reports transmitted at regular intervals by various authorities. If, at the discretion of the organizing authority, an unsafe weather condition is apparent that may affect the safety of the fleet, then such information may be transmitted to the race fleet in a general broadcast on VHF channel 16 and nominated race channel frequency.

Requests for a receipt of information regarding severe weather shall not be classed as an infringement of the Sailing Instructions nor RRS 41.

### **17.7 Yachts Retiring From Race**

It is mandatory that a yacht retiring, at the first reasonable opportunity, notify a land based radio monitoring station (Adelaide Coastguard or VMR Tumby Bay) stating vessel name, reason for retirement, whether assistance is required, destination and approx ETA. Yachts retiring must notify the appropriate land based radio station when they have reached their destination.

Failure to do so will make yacht owners liable for search and rescue costs.

## **18 TRACKERS**

- 18.1 All boats shall be required to carry a tracking device supplied by the Organising Authority.
- 18.2 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.
- 18.3 A boat on which a tracking device fails or ceases to operate (if known) shall immediately notify the relevant land based radio monitoring station (Adelaide Coastguard or VMR Tumby Bay) of the failure.
- 18.4 An owner or charterer shall be solely responsible for the loss of or damage to a tracking device supplied by the Organising Authority. Any cost relating to the loss or damage will be borne by the boat owner/charterer.
- 18.5 A boat's finishing time will remain inactive until the tracking device is received and signed off by a member of the Organising Authority in Port Lincoln.
- 18.6 Instructions on the operation and locating and the return of the trackers will be available at the briefing.
- 18.7 Boats withdrawing from the race and returning to Adelaide shall pass the tracker to the race office at either RSAYS or CYCSA.
- 18.8 YB trackers will be used to record the yachts finish time at PLYC and their time passing lights at Marion Reef, Cape Spencer and Dangerous Reef

## **19 COURSE HAZARDS**

As Port Lincoln has a large commercial fishing industry, there is occasionally the movement of fish farms through the course area. Details of these movements will be supplied at the race briefing.

## **20 APPLICATIONS FOR REDRESS**

Yachts which divert from their optimum course for search and/or rescue purposes, or alternatively when carrying out their obligations under RRS Fundamental Rule 1.1, should keep a detailed log of their movements and are invited to make application to the Race Committee for redress.

## **21 EMERGENCY REPORTING**

Yachts involved in an emergency situation shall report to the land based radio monitoring stations who shall relay information to relevant authorities.

## **22 PROTESTS AND REQUESTS FOR REDRESS**

- 22.1 Protest forms are available at the reception at the Port Lincoln marina. The protest time limit is 2 hours after the finish time of the protesting boat. Notices may be posted within 30 minutes or as close as possible to this time, of the protest time limit to inform competitors of hearings of which they are parties or named as witnesses. Notices of protests by the race committee or protest committee will be posted to inform boats under RRS 61.1 (b).
- 22.2 Breaches of sailing instruction 17.3, 17.4, and 18.3 will not be grounds for protest by a boat. This changes RRS 60.1(a).

## 23 MEDIATION

- 23.1 At the option of the protest committee a short mediation 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 will meet with the mediator, no witnesses will be allowed. Protests not resolved by mediation will be heard by the Protest Committee.
- 23.2 Boats that accept fault at a mediation hearing will be penalised by having her race score increased by 25% of the difference between the boats finishing score and the score for DSQ in her division or class, rounded up to the next whole number. The scores of all other boats will be adjusted accordingly, and may result with some boats having the same score. This alters RRS 44 3 (c).
- Once accepted, this decision is not subject to reopening and the protest will be withdrawn. This alters RRS 60.1, 62 and 66.
- 23.3 The mediator may be a member of any subsequent Protest Committee.

## 24 HANDICAP SYSTEM

Racing Yachts will be allocated into two divisions of PHS handicap at the discretion of the handicapping committee. Any disagreement with the handicaps allocated will not be grounds for redress.

## 25 PRIZES

### 25.1 Adelaide-Lincoln Racing Divisions

<b>Rundal Trophy</b>	Monohull - Fastest Time
	Multihull - Fastest Time
	Multihull - PHS - First, Second & Third
	Multihull - OMR – First, Second & Third
	PHS racing Div 1 and Div II - First, Second & Third
	AMS racing Div 1 and Div II – First, Second & Third
	IRC racing - First, Second & Third
<b>Morton Trophy</b>	First PHS Port Lincoln Yacht
<b>Mayne Trophy</b>	Fastest Port Lincoln Yacht
	First CYCSA Yacht PHS
	First RSAYS Yacht PHS
	First PASC Yacht PHS
<b>Veroe Trophy</b>	Overall PHS, Second & Third
<b>Teams Trophy</b>	First 3 Yachts on PHS from one club
<b>Cooks Trophy</b>	Last boat over the line

## 26 PRESENTATIONS

The “Teakle Classic - Adelaide to Pt Lincoln Yacht Race” presentation will be held on Sunday 23<sup>rd</sup> February, 2020 at 1300 hours at PLYC.

## 27 MEDIA AND TELEVISION POLICY

In participating in this regatta, all competitors automatically grant to the Organising Authority, the Port Lincoln Yacht Club its agents and sponsors of the regatta, the right in perpetuity, to make, use and show, from time to time, and at their discretion, any motion pictures, still pictures and live, taped or filmed television and other reproductions of him/her recorded during the period of the completion for the regatta in which the competitor participates and in all material related to the regatta without compensation.

## 28 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See RRS 4, Decision to Race, which states: ***The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.***

The organising authority, sponsoring body, organising committee or Volunteers assisting will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the race.

The organisers are not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment or of its crew.

### 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.**

## 29 INSURANCE

It is a condition of entry in the regatta that each participating boat shall be insured with valid third party liability insurance. The PLYC recommends a minimum cover of AUD\$10,000,000. The policy should cover all risks that may arise while the competitor is participating, whether ashore or afloat.



# INCIDENT REPORTING

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If you have an accident or have an injury during racing please notify the Principal Race Officer Kevin Wilson as soon as possible and complete an incident report form, available from the Marina Hotel Reception.

## IN CASE OF AN ON WATER EMERGENCY

### Summary of Action Required

In all cases, contact VMR Tumby Bay on VHF 81 or 16 or by phone on (08) 8688 1883. The Principal Race Officer will be contacted by VMR Tumby Bay.

Explain the situation in clear terms including:

- Nature of incident
- Location of incident
- Name of Vessel(s) involved
- Details of person(s) injured
- Details of damage to vessel
- Details of weather and sea state
- Details of assistance required.

### In the case of evacuation of an injured person(s):

Evacuation point will be decided by a responsible person on the yacht and advised to Tumby Bay.

# OTHER INFORMATION

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## 1 INTRODUCTION

This document is intended to consolidate information concerning contact details and procedures which will be of vital importance should an emergency arise during the lead up to, the progress of, or following the completion of the Adelaide to Port Lincoln Yacht race organised by the Port Lincoln Yacht Club (PLYC).

### Incident Management Team (IMT) Charter

- Control and coordinate the management of any incident.
- Provide the liaison with other agencies (e.g. Police, Emergency Services).
- Receive notification of, and undertake assessment of an incident.
- Coordinate the enquiry centre, if activated.
- Maintain communication with the racing fleet and coordinate the activities of race participants as deemed necessary and appropriate.
- Control and coordinate media management activity.

## 2 INCIDENT MANAGEMENT TEAM (IMT)

### Emergency Management Team:

<b>Chairman</b>	Ross Wilson	0438 818 008
<b>Principal Race Officer</b>	Kevin Wilson	0419 527 427
<b>Team Member</b>	Media Liaison	Kevin Wilson
<b>Team Member</b>		Jonathan Newbury

**First contact is the Principal Race Officer; if not available the second contact is the Chairman of the IMT.**

### Emergency Management Centre (IMC):

Port Lincoln Yacht Club

## 3 INCIDENT MANAGEMENT TEAM RESPONSIBILITIES

### Chairman

- Coordinate/direct contact with emergency agencies.
- Direct team members to tasks according to nature of incident.
- Brief the media.
- Oversight the review, post analysis and update of Incident Management Plan.

### Members

- Undertake responsibilities as directed by the chairman.
- Maintain detailed log books.
- Respond to enquiries other than media.
- Maintain listening watch on marine radio, TV and domestic radio.

# OTHER INFORMATION

## 4 THE INCIDENT MANAGEMENT PLAN

### Levels of Incident

**The Chairman EMT is responsible for determining Initial Assessment of the Level of Incident reported. Initial Assessments shall be classified as Severe, Major or Minor Incidents.**

On receiving notification of an incident or circumstances that may lead to an “emergency” situation, the Chairman EMT will assess the situation with the PRO and, if deemed appropriate, and, immediately contact the Police. Under circumstances where a May Day or Pan Pan call has been transmitted, the Chairman IMT will be notified by the appropriate agency already managing the incident (either Adelaide Coastguard or VMR Tumby Bay).

If, when making his assessment, the Chairman IMT is in doubt as to the level of potential crisis involved he shall make the more severe interpretation of the situation.

<b><u>LEVEL 1 – SEVERE INCIDENT</u></b>	<b>Major Severity/Impact:</b> e.g. Potential loss of life; MOB if contact is lost, MAYDAY/EPIRB activation, severe weather warning
<b>Response:</b>	<ul style="list-style-type: none"> <li>• Immediate</li> <li>• Adelaide Coastguard or VMR Tumby Bay to notify</li> <li>• Principal Race Officer, Police/Emergency Services and Chairman IMT.</li> <li>• IMT activated by Chairman EMT.</li> <li>• Fleet informed of incident in case assistance is required.</li> </ul>
<b><u>LEVEL 2 – MAJOR INCIDENT</u></b>	<b>Moderate Severity/Impact:</b> e.g. Major damage to vessel(s), potential weather deterioration, potential severe incident outcome, MOB, serious injury.
<b>Response:</b>	<ul style="list-style-type: none"> <li>• IMT put on standby by Chairman IMT.</li> <li>• Principal Race Officer and Police notified by Adelaide Coastguard or VMR Tumby Bay.</li> <li>• Fleet informed of incident in case assistance is required.</li> </ul>
<b><u>LEVEL 3 – MINOR INCIDENT</u></b>	<b>Minor Severity/Impact:</b> e.g. Injury, Pan-Pan/Medical call.
<b>Response:</b>	<ul style="list-style-type: none"> <li>• Principal Race Officer and Chairman IMT notified by Adelaide Coastguard or VMR Tumby Bay Incident report completed and filed.</li> <li>• No further action.</li> </ul>

# OTHER INFORMATION

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## 5 INCIDENT MANAGEMENT PROTOCOLS

The IMT will have control/authority over issues concerning the continuing conduct of the regatta. Police will have control of any search and rescue operations. Police will have sole authority to notify Next of Kin in the event of a fatality.

### Emergency Procedures

Emergencies may include:

- Weather deterioration
- Man overboard
- Sinking vessel
- May Day/EPIRB activation
- Potential or actual loss of life
- Serious Injury

## 6 EMERGENCY EVACUATION LOCATIONS

Closest Port/Township to the emergency

## 7 EMERGENCY RESPONSE PROCEDURES

### Communications

As and when an incident(s) escalates to the point where large numbers of enquiries are expected from friends, relatives and general public, the IMT Chairman may establish an Enquiry Centre and advise the media of the relevant contact number(s) with a request that they notify the public of this arrangement. The police may set up their own enquiry centre.

Responses to specific emergency situations are as follows:

### Threat A – Weather

If weather conditions deteriorate, actually or potentially, the IMT may assume control of the conduct of the race. In extreme circumstances, the RO may determine to abandon the race and direct yachts to make for the nearest safe haven. Details of access to appropriate safe havens, if applicable, shall be provided by the IMT via VHF radio communication.

### Threat B – Man Overboard

In the event of an MOB if contact is lost, the IMT shall be activated and may assume control of conduct of race, Next of Kin (NOK) communications and media liaison. VMR Tumby Bay will notify the police.

### Threat C – Sinking Yacht

In the event of notification of a sinking yacht, the IMT may be activated and may assume control of the conduct of the race, NOK communications and media liaison. Adelaide Coastguard or VMR Tumby Bay shall notify the police.

### Threat D – May Day/EPIRB Activation

Water Police under the direction of AMSA will coordinate distress or EPIRB activation. The IMT shall assume control of the conduct of the race, NOK communications and media liaison.

### Threat E – Potential or Actual loss of life

In the event of a fatality the Police have sole responsibility for the notification of NOK. Until such time as the Police have advised the Chairman IMT that NOK have been notified of the fatality, the IMT and/or Race Organisers are not permitted to make any statement concerning the loss of life.

# OTHER INFORMATION

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## **Threat F – Serious Injury**

In the event of serious injury the IMT may assume control of the conduct of the race, NOK communications (subject to the above) and liaison with medical authorities for the provision of medical advice for on board use, as necessary. The IMT shall also assume responsibility for media liaison.

## **8 USING THE INCIDENT MANAGEMENT PLAN**

Any stakeholder may make the notification of a potential situation which may be assessed as an “emergency” situation or “incident”.

Notification of a situation for assessment may come from:

- Any competitor or competing yacht
- Adelaide Coastguard or VMR Tumby Bay
- Race Management Team
- Police
- Media
- Failure of yacht to acknowledge radio schedule
- Weather Report
- Other

Notification could be made by:

- Marine Radio
- Telephone
- Media Report
- Rumour
- Other

The Chairman IMT has the responsibility to assess the situation and activate any necessary response including the IMT. This does not, however, remove or replace any emergency response or notification by emergency services who will make their own assessment and determine their response.

Notification shall be logged with time, date, name of reporting person, telephone number or contact details and details of the report.

## **9 EMERGENCY MANAGEMENT TEAM RESOURCES**

- Copy of Emergency Management Plan
- TV Set
- Fax, Phone(s)
- Email
- Relevant Charts
- Marine Radio VHF
- Stationery, including suitable log and note books for record keeping
- Pens, Pencils, etc.
- Butchers Paper, Pens
- Whiteboard, Pens
- Key personnel contact details
- Full details of participating yachts, crews and NOK

# OTHER INFORMATION

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## 10 RESPONSIBILITIES

### Competitors:

Competitor's attention is drawn to fundamental RRS 1.2 and 4.

Competitors shall make their own decision to start or proceed in a race, taking into consideration the prevailing conditions at the time.

Skippers have the responsibility to ensure that their crew have the appropriate safety gear at hand and should encourage the wearing of personal flotation devices when required.

### Race Management:

All Race Management personnel will abide by the Sports Officials "Code of Ethics" and place the safety and welfare of the participants above all else and accept responsibility for their actions.

## 11 CONTACT INFORMATION

Emergency – Fire, Police, Ambulance	000
Adelaide Coastguard	8248 6100
Tumby Bay VMR	8688 1883, 0428 894 893
Ambulance Service (Port Lincoln)	8682 1866, 112, 000, 911
Port Lincoln Police	131444
Metropolitan Fire Service (Port Lincoln)	8682 1000
Country Fire Service (District)	8682 4411
Port Lincoln Hospital	8683 2200
Chairman: Ross Wilson	0438 818 008
Principal Race Officer: Kevin Wilson	0419 527 427
Member Media Liaison: Kevin Wilson	0419 527 427
Team Member: Andy Dyer	0428 837 275
Commodore: Mary Clark	0409 873 580
Vice Commodore: Craig Bascombe	0402 401 924
Rear Commodore: Andy Dyer	0428 837 275
Port Lincoln Yacht Club:	8682 3442