

Port Lincoln Yacht Club
Presents

The Teakle Classic Lincoln Week Regatta

Monday, 24th to Thursday, 27th February 2020

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

SAILING INSTRUCTIONS

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 & 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 is 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 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".
- 1.9 Except as a result of a rating protest, or to correct a rating office error, no changes to an IRC yachts TTC or AMS yachts rating will be permitted after 1600 hrs, Thursday, 20th February, 2020.
- 1.10 Unless in use, yachts shall NOT carry anchors protruding beyond the bow whilst racing, but must be carried on board.
- 1.11 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.

2 NOTICE TO COMPETITORS

Notices to competitors will be posted on the official notice board situated at the Marina Hotel reception area.

3 CHANGES TO SAILING INSTRUCTIONS

- 3.1 Any change to the Sailing Instructions will be posted not less than 90 minutes prior to the scheduled start time of the first race that it will affect, except that any change to the schedule of races will be posted by 1900 hours on the day before it will take effect.
- 3.2 Verbal changes to the Sailing Instructions may be made from the Race Committee Vessel by displaying the "Third Substitute" with three 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).

4 SIGNALS MADE ASHORE

Signals made ashore will be displayed on the flagpole at the front of the Marina Hotel. The Warning Signal for the first race will be made not less than forty five (45) minutes after the "AP" is lowered. This changes RRS signal "AP".

SAILING INSTRUCTIONS

5 SCHEDULE OF EVENTS

DIVISION	MONDAY 24/2/20	TUESDAY 25/2/20	WEDNESDAY 26/2/20	THURSDAY 27/2/20
RACING DIVISION	WINDWARD/LEEWARD (2)	LONG RACE	BAY RACE	WINDWARD/LEEWARD (2)
RACE 1	1 st WARNING 1055 Hrs	WARNING 0955 Hrs	WARNING 0955 Hrs	1 st WARNING 0955 Hrs
RACE 2	2 nd WARNING AFTER RACE 1 COMPLETED			2 nd WARNING AFTER RACE 1 COMPLETED

- 5.1 Any racing day may be used for re-sails of races not completed. Notification will be in accordance with sailing instruction 3.
- 5.2 When more than one race will be held on the same day, the Warning Signal for each succeeding race will be made as soon as practicable. To alert boats that another race will begin soon, the Orange Flag will be displayed with one sound signal, 5 minutes before a Warning Signal is displayed.
- 5.3 No Warning Signal shall be made after 1400 hours on Thursday, 27th February, 2020

6 CLASS FLAGS

Racing Division 1	Code Flag – Naval Numeral Pennant 1
Racing Division 2	Code Flag – Naval Numeral Pennant 2
Racing Division 3	Code Flag – Naval Numeral Pennant 3

7 RACING AREAS

Racing areas will be Boston Bay and Spencer Gulf. Refer Chart AUS134.

8 THE COURSES

- 8.1 Appendix “A” describes the Windward/Leeward courses, the order in which the marks are to be passed, and the side on which each mark is to be left.
- 8.2 Appendix “B” Describes all other courses.
- 8.3 Appendix “C” Gives the approximate GPS positions of the Boston Bay Beacons and Club Marks.
- 8.4 At the warning signal for all divisions the courses to be sailed will be displayed on a course board on the committee boat.
- 8.5 No later than the warning signal, the race committee may display the approximate compass bearing and length of the first leg.
- 8.6 Long Races and Bay races may be shortened at any time. Yachts shall finish between the race committee vessel displaying Code Flag “S” and the inflatable mark moored nearby, or the rounding beacon or the nearest point of land if no mark is laid or the course is not shortened at a rounding beacon.
- 8.7 A windward laid mark may be specified as the first mark of the course after the start. This mark will be an

SAILING INSTRUCTIONS

orange inflatable buoy and will be laid approximately to windward and at a distance of approximately 0.5 – 0.9 nm from the starting line. The direction of rounding the windward mark will be indicated on the Race Committee vessel: Green flag for Starboard rounding, Red flag for Port rounding. If no signal is made, the mark is deleted from the course.

9 MARKS

- 9.1 Mark 1 will be a yellow inflatable buoy. Marks 2, 3S and 3P will be orange inflatable buoys.
- 9.2 The Bickers Island mark will be an orange inflatable buoy.
- 9.3 The starting marks will be a race committee vessel at the starboard end and a black/yellow chequered inflatable buoy at the port end.
- 9.4 The finishing marks will be a race committee vessel at the starboard end and a dan-buoy with an orange flag at the port end.
- 9.5 New mark for the Racing Division as provided in SI 11, will be an orange inflatable buoy with a black band for divisions 2 and 3 and a yellow inflatable buoy with a black band for division 1.

10 THE START

- 10.1 The starting line will be between a staff displaying an orange flag on the race committee vessel at the starboard end and the course side of the port-end starting mark.
- 10.2 A buoy may be permanently streamed from the race committee vessel from the time of the warning signal until all boats have started. The buoy is deemed to be a permanent part of the race committee vessel and any boat touching the buoy or passing between it and the race committee vessel shall be deemed to have touched the race committee vessel.
- 10.3 If a boat is running late for the start, it may use its engine after the preparatory signal for the purpose of proceeding to the starting line, providing that before starting, the yacht shuts off its engine and gets well clear of other boats, takes one penalty turn under sail and does not thereby obtain an unfair advantage.
- 10.4 A boat starting later than 10 minutes after her starting signal will be scored “Did Not Start” without a hearing. This changes RRS A4 and A5.

11 CHANGE OF THE NEXT LEG OF THE COURSE

To change the next leg of the windward leeward course, the race committee will lay a new mark (or move the finishing line) and remove the original mark as soon as practicable. When in a subsequent change a new mark is replaced, it will be replaced by an original mark.

12 THE FINISH

- 12.1 The finishing line will be between a staff displaying a blue flag on the race committee vessel at the starboard end and the course side of the port-end finish mark.
- 12.2 The Yacht Club finishing line will be between the club bridge and the course side of an orange inflatable buoy.
You must finish West to East for all courses finishing at the yacht club

SAILING INSTRUCTIONS

13 PENALTY SYSTEM

RRS 44.1 and 44.2 are changed so that only one turn, including one tack and one gybe, is required, except the two turns penalty will apply for incidents within three boat lengths of a rounding mark. A boat that has taken a penalty or retired under RRS 44.1 shall complete an infringement acknowledgment form at the Marina Hotel reception within the protest time limit.

14 TIME LIMITS

- 14.1 Time limit for the Long Passage Race will be sunset. The time limit for bay courses will be 5 hours and 6 hours for long bay races (as detailed in the schedule of events). The time limit for all Windward/Leeward courses will be 2 hours.
- 14.2 Boats still racing when her time limit expires will be scored points equal to the number of boats finishing within the time limit plus 30% of the number of starters rounded to the nearest whole number, but no more points than the number of starters. Such boats shall be scored Time Limit Expired (TLE). This changes RRS35, A4.2 and A5.

15 PROTESTS AND REQUESTS FOR REDRESS

- 15.1 Protest forms will be available at the Marina Hotel reception and shall be lodged with the Protest Panel Chairman or Race Officer. End of protest time will be posted by the Protest Panel Chairman following the completion of racing for the day.
- 15.2 Protest notices will be placed on the notice board approximately 30 minutes after the end of protest time including the approximate time of the first hearing.
- 15.3 The inclusion of a boat's name and/or number in the protest notice shall be considered as notice that a protest has been lodged against her and that a representative is required to attend a hearing as indicated.
- 15.4 All competitors shall consult the official notice board. Failure of a boat's representative to attend a hearing after her name and/or number has been included in the notice to competitors then the protest committee may nevertheless decide the protest as per RRS 63.3(b). Notices of protests by the Race Committee or Protest Committee will be posted to inform boats under RRS 61.1b.
- 15.5 Breaches of sailing instruction 10.3 and 18.2 will not be grounds for protest by a boat. This changes RRS 60.1(a).
- 15.6 On the last scheduled day of racing a request for redress based on a protest committee decision shall be delivered no later than 30 minutes after the decision was posted. This changes RRS 62.2.

16 MEDIATION

- 16.1 At the discretion of the protest committee a mediation hearing may be heard prior to a protest hearing involving an alleged breach of a rule of RRS Part 2. (affecting Rule 63). After the written protest form is properly lodged, one representative from each boat will meet with the mediator, no witnesses will be permitted. Protests not resolved by arbitration will be lodged with the Protest Committee.
- 16.2 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 63, 64.1(a), 66 and Appendix A.
- 16.3 The mediator may be a member of any subsequent Jury or Protest Committee.

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17 SCORING

17.1 One (1) race is required to constitute a series.

- (a) When one (1) to three (3) races have been completed, a boats series score will be the total of her race scores.
- (b) When more than three (3) races have been completed, a boats series score will be the total of her races scores excluding her worst score.

17.2 Handicap

Arbitrary handicaps will be an arbitrary time allowance determined by a time handicap correction factor. These handicaps will be allotted by the handicap committee. AMS and IRC yachts shall hold a valid AMS/IRC certificate (certificate shall be lodged with the entry form). AMS division yachts shall hold a valid AMS certificate. Any disagreements with the handicaps allocated will not be grounds for redress.

18 SAFETY REGULATIONS

18.1 Safety regulations shall be those of the Australian Sailing (AS) Special Regulations Part 1, Section 2, Category 6 for all races within the confines of Boston Bay:
Category 5 for all races outside Boston Bay.

18.2 Log On / Retiring

- (a) Competitors intending to start shall report to the committee boat (when on station) prior to the warning signal, of the first race of the day, and receive a verbal acknowledgement. Radio log on shall not be possible. Any boat failing to report as specified herein shall receive a discretionary penalty from the Race Committee.
- (b) A boat that retires from a race shall notify the race committee as soon as possible by radio or on a retirement sheet at the Marina hotel reception.

19 COMMUNICATIONS

19.1 VHF channel 73 will be the official Race Radio Channel. In accordance with RRS 41, the Race Committee may broadcast the course to be sailed, names/sail numbers of OCS boats, and/or any 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.

19.2 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.

20 PRIZES

Prizes will be presented to "First" for each race in each division. Overall prizes will be presented for the series First, Second and Third in division 2 and 3 and first and second in division 1.

21 LIABILITY

No responsibility for any loss or damage to boats, gear or crew, however caused is taken by the sponsoring bodies or organising committee or volunteers assisting.

All taking part in this event, do so at their own risk and responsibility. The organisers are not responsible for the seaworthiness of a yacht whose entry has been accepted.

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The organisers reserve the right to refuse an entry.

Attention is drawn to all competitors of the Fundamental RRS 4 – Decision to Race, which states that “The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone”.

22 INSURANCE

Each participating boat shall be insured with valid third party liability insurance with a minimum cover of \$10 Million per event or the equivalent.

APPENDIX A

WINDWARD/LEEWARD COURSES:

Course # 1 - 2 Laps START – 1P – 3P/3S – 1P – Downwind FINISH

Course # 2 - 2.5 Laps START – 1P – 3P/3S – 1P – 3P/3S - FINISH

**Course # 3 - 3 Laps START – 1P – 3P/3S – 1P – 3P/3S – 1P –
Downwind FINISH**

**Course # 4 - 3.5 laps START - 1P - 3P/3S - 1P - 3P/3S - 1P - 3P/3S -
FINISH**

Course # 5 - 2 Laps START – 2P – 3P/3S – 2P – Downwind FINISH

Course # 6 - 2.5 Laps START – 2P – 3P/3S – 2P – 3P/3S - FINISH

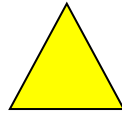
**Course # 7 - 3 Laps START – 2P – 3P/3S – 2P – 3P/3S – 2P -
Downwind FINISH**

Course # 8 - 3.5 laps START -2P-3P/3S-2P-3P/3S-2P-3P/3S - FINISH

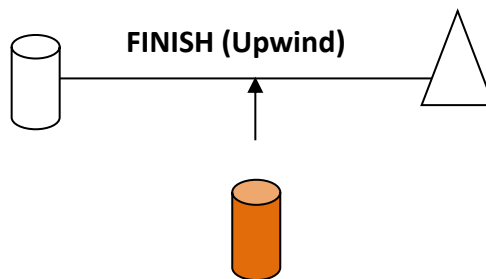
(P) Port Rounding

APPENDIX A

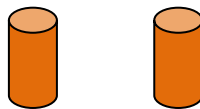
WINDWARD/LEEWARD COURSES:



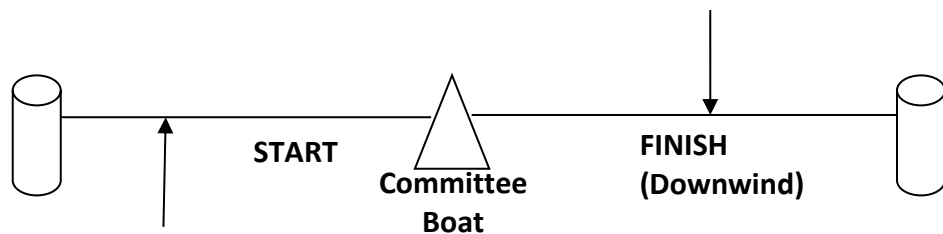
Yellow Buoy – Mark 1 Racing division 1



Orange Buoy – Mark 2 Racing divisions 2 and 3



Orange Buoy – Mark 3S AND 3P Racing Divisions 1, 2 and 3



If only one gate mark is laid, it shall be rounded to port.

APPENDIX B

LINCOLN WEEK OTHER COURSES

Note: Some of these courses will take competitors in the vicinity of Aquaculture Leases. Stay outside of the leases which are marked with yellow St Andrew's cross marks.

(P) Round or pass to Port

(S) Round or pass to Starboard

LONG RACES

Course 1: Taylors Island – Approx 39 n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – Donington Rock (S) – Taylors Island (P) – Donington Rock (P) – Sthn Entrance Beacon (S) – #4 Beacon (P) - Finish at Yacht Club.

Course 2: Carcass Rock –Approx 30nm

Start – Laid Mark - Sthn Entrance Beacon (P) – Donington Rock (S) –Carcass Rock (P) – Donington Rock (P) – Sthn Entrance Beacon (S) - #2 Beacon (P) – Sub Buoy (S) - #4 Beacon 6 (P) - #2 Club Buoy (P) – Finish at Yacht Club.

Course 3: Carcass Rock – Approx 29n/m

Start – Laid Mark - BHP Beacon (P) – Donington Rock (S) – Carcass Rock (S) – Donington Rock (P) – Sthn Entrance Beacon (S) - #4 Beacon (P) - #2 Club Buoy (P) – Finish at Yacht Club.

Course 4: Long Bay Race – Approx 19 n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – Bickers Islands (P) - Donington Rock (P) – Kangaroo Reef Buoy (P) – Northern Entrance Beacon (P) - #6 Beacon (S) - #3 Club Buoy (P) - #2 Club Buoy (P) – Finish at Yacht Club.

APPENDIX B

Course 5: Long Bay Race – Approx 22 n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – Bickers Islands (P) – Donington Rock (P) – Kangaroo Reef Buoy (P) – Northern Entrance Beacon (P) - #6 Beacon (P) - Sub Buoy (P) – #4 Beacon (P) - #3 Club Buoy (P) - #2 Club Buoy (P) - Finish at Yacht Club.

Course 6: Approx 16 n/m

Start – Laid Mark - #6 Beacon (P) - #3 Club Buoy(P) - #1 Club Buoy (P) - #6 Beacon (S) - #9 Club Buoy (P) – #6 Beacon (P) - #2 Club Buoy (P) - Finish at Yacht Club.

Course 7: Approx 12 n/m

Start – Laid Mark - #2 Beacon (P) - #3 Club Buoy (P) – Sub Buoy (P) - #2 Beacon (P) - #2 Club Buoy (P) – Finish at Yacht Club.

Course 8: 19 n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – Bickers Islands (S) - #5 Club Buoy (S) - BHP Beacon (S) - #4 Beacon (P) - #3 Club Buoy (P) – #2 Club Buoy (P) – Finish at Yacht Club.

Course 9: Approx 18 n/m

Start – Laid Mark – BHP Beacon (S) - #9 Club (S) – Sub Buoy (S) – BHP Beacon (P) – Sub Buoy (P) - #4 Beacon (P) - #2 Club Buoy (P) - Finish at Yacht Club.

Course 10: Approx 20 n/m

Start – Laid Mark - #5 Club (P) – Bickers Islands (P) – #9 Club Buoy (S) - #6 Beacon (P) - #2 Club Buoy (P) - Finish at Yacht Club.

APPENDIX B

MEGGA'S BARBY COURSES

Course 11: Approx 10 n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – Sub Buoy (P) – BHP Beacon (P) – Bickers Islands Buoy(S) – Finish at Spalding Cove.

Course 12: Approx 11 n/m.

Start – Laid Mark - BHP Beacon (P) – Sthn Entrance Beacon (P) – Sub Buoy (P) – Sthn Entrance Beacon (P) – Bickers Islands Buoy (S) – Finish at Spalding Cove.

Course 13: Approx 11 n/m

Start – Laid Mark - #6 Beacon (P) – BHP Beacon (P) – Bickers Islands Buoy (S) – Finish at Spalding Cove.

Course 14: Approx 9n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – BHP Beacon (S) – Sub Buoy (S) – Sthn Entrance Beacon (P) – Bickers Islands Buoy (S) – Finish at Spalding Cove.

Course 15: Approx 5 n/m

Start – Laid Mark - Sthn Entrance Beacon (P) – Sub Buoy (P) - Sthn Entrance Beacon (P) – Bickers Islands Buoy (S) – Finish at Spalding Cove

Course 16: Approx 6 n/m

Start – Laid Mark - BHP Beacon (P) – Bickers Islands Buoy (S) – Finish at Spalding Cove.

Course 17: Approx 6.5n/m

Start - Laid Mark - Sthn Entrance Beacon (P) – Sub Buoy (S) - Bickers Islands Buoy (S) – Finish at Spalding Cove.

APPENDIX C

APPROXIMATE GPS POSITIONS OF BOSTON BAY BEACONS AND CLUB MARKS:

Sthn Entrance Beacon	135-55-10E	34-44-70S
Nthn Entrance Beacon	135-54-70E	34-39-80S
No. 1 Channel Beacon	135-54-30E	34-39-85S
No. 2 Channel Beacon	135-53-95E	34-40-07S
No. 3 Channel Beacon	135-52-65E	34-41-80S
No. 4 Channel Beacon	135-53-20E	34-41-13S
No. 6 Channel Beacon	135-52-85E	34-42-00S
BHP Beacon	135-53-80E	34-45-20S
Sub Buoy	135-53-53E	34-42-90S
Bickers Islands Buoy	135-57-90E	34-43-87S
No. 1 Club Mark	135-51-85E	34-43-03S
No. 2 Club Mark	135-51-55E	34-42-24S
No. 3 Club Mark	135-51-62E	34-41-30S
No. 4 Club Mark	135-51-75E	34-39-88S
No. 5 Club Mark	135-54-61E	34-46-80S
No. 9 Club Mark	135-53-02E	34-43-30S

INCIDENT REPORTING

If you have an accident or have an injury during racing please notify the Chairman of the Sailing Committee (Jonathan Newbury) or 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 the Principal Race Officer, Kevin Wilson immediately by either VHF Radio or by calling 0419 527 427.

If the Principal Race Officer is uncontactable, contact VMR Tumby Bay on VHF 81 or 16 or by phone on (08) 8688 1883.

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):

1. Port Lincoln Yacht Club: 08 8682 3442
2. Port Lincoln Marina Hotel - Phone Number: (08) 8682 6141
3. Billy Lights Launching Ramp Area
4. Alex Stenross Museum Launching Ramp Area

OTHER INFORMATION

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 a race organised by the Port Lincoln Yacht Club (PLYC) during the “Teakle Classic - Lincoln Week” 2020 (LW).

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

Chairman	Ross Wilson	0438 818 008
Principal Race Officer	Kevin Wilson	0419 527 427
Team Member	Media Liaison	Steven Kemp
Team Member		Andy Dyer

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 (most likely 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.

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

OTHER INFORMATION

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

- Port Lincoln Yacht Club: 08 8682 3442
- Marina Hotel: 08 8682 6141
- Billy Lights Launching Ramp Area
- Alex Stenross Museum Launching Ramp Area

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.

OTHER INFORMATION

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. 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.

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
- 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.

OTHER INFORMATION

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.

10 RESPONSIBILITIES

Competitors

Competitors 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.

Intention to Race

For each race or race session each competitor intending to race shall "sign on". Radio for Lincoln Race and Committee Boat for Lincoln Week. Required to provide Race Management details of boats on the water.

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
Ambulance Service (Port Lincoln)	8682 1866
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

OTHER INFORMATION

Member Media Liaison:	Steven Kemp	0418 837 075
Team Member:	Andy Dyer	0428 837 275
Commodore:	Mary Clark	0409 873 580
Vice Commodore:	Craig Bascombe	0402 401 924
Rear Commodore:	Andy Dyer	0428837275
Port Lincoln Yacht Club		8682 3442