



Liverpool Yacht Club Tranmere Sailing Club



100th Isle of Man 'midnight' race

Friday 5th July 2019

TROPHIES AWARDED:

- **IRC Overall:- the Grand Challenge Trophy**
- IRC Class 0:- 1894 Cup
- IRC Class 1:- Milburn Tray
- IRC Class 2:- Puffin Cup
- RYA NHC (LYC 'Venture'):- Tod Trophy
- Darthula Vase:- First TSC/LYC IRC yacht not awarded another prize
- Lyver Trophy:- 1st place RORC qualifier race (100Nm)
- Ocean Safety have generously donated 6 lifejackets to be awarded at the discretion of the LYC sailing committee.
- Other prizes may be awarded at the discretion of the Race Director

All times are BST.

SAILING INSTRUCTIONS

1. General information

- a. The organising authority (OA) shall be Liverpool Yacht Club (LYC), with the assistance of:-
 - a. Irish Sea Offshore Racing Association (ISORA)
 - b. Douglas Bay Yacht Club (DBYC)
 - c. Royal Offshore Racing Club (RORC)
 - d. Royal Dee Yacht Club (RDYC)
- b. Date of race: Friday 5th July 2019
- c. Start Time 14:00 BST
- d. Race Officials
 - a. Race director/Officer is Andrew Napper
 - b. Race Officer (Douglas) is Andrew Farrell vhf CH37a/M1
- e. A skippers briefing will be held at 11:00 in the Albert Dock. It is strongly recommended that at least one person from each entrant attend the skippers briefing.
- f. Signing on. The race office shall be located in the vicinity of the Albert Dock on the "Floating Grace", from 09:00 BST. Floating Grace is restaurant barge. After signing on skippers should also collect a yellowbrick tracker. Competitors will be required to state if they are entering the 100Nm race on signing on, failure to do means they will be entered into the 75Nm race.
- g. HW: is estimated to be 13:52 BST 9.2m
- h. The Race is designated a World Sailing Offshore Special Regulations Category '3' plus liferaft.. All competitors MUST comply with such stipulations. For details see:-
[http://www.sailing.org/tools/documents/mo3life180104-\[23485\].pdf](http://www.sailing.org/tools/documents/mo3life180104-[23485].pdf)
World Sailing have produced a checklist which competitors are advised to make use of:-
[http://www.sailing.org/tools/documents/Mo3LiferaftInspectionCard-\[22242\].pdf](http://www.sailing.org/tools/documents/Mo3LiferaftInspectionCard-[22242].pdf)

2. Eligible classes:-

only mono-hulls with a minimum SSS number of 15 or higher are eligible

- IRC 0 TCF 1.035 and over: Class Flag 0
- IRC 1 TCF 1.00 to 1.034: Class Flag 1
- IRC 2 TCF 0.999 or less: Class Flag 2
- RYA NHC / Venture: Class Flag 3

There will be an ISORA classification and a LYC classification.

IRC entrants must have a current valid IRC certificate for the vessel and if not already done so a copy must be provided to the Race Office on signing on, on the day of the race.

Uploading the IRC certificate on the ISORA website as part of the entry formalities obviates the need to present a certificate on signing on.

RYA NHC / LYC 'Venture' entrants must be able to demonstrate their boat is on the RYA NHC base list, see:-

<http://www.rya.org.uk/SiteCollectionDocuments/technical/Web%20Documents/NHC/NHCBaseList.xlsx>

- Each yacht shall carry her class numeral pennant on her backstay as shown on the list of entries.
- Each yacht must also have paid the entry fee BEFORE racing
- Each entrant must sign on at the race office on the day of the race. The race office will be open from 09:00 BST
- Each Competitor shall complete a crew safety sheet and lodge that sheet with someone ashore, that person(s) contact details shall be left with Race Control.
- Every yacht racing in IRC shall have on board a current and valid copy of their rating and/or class certificate for the class/classes in which she is racing

Eligibility

This race forms part of the LYC LBC series. Series entry and is open to any yacht helmed by an eligible member of LYC/TSC or a World Sailing affiliated sailing club.

- Such eligibility for LYC members is restricted to Full or Family members as defined in the LYC rules and constitution.
- There are no LYC eligibility requirements on crew.
- Only yachts entered by full or family members of LYC/TSC are eligible for the series trophies

3. RACE ENTRY

In a change this year all entries shall be via the ISORA website. See

<https://www.isora.org/index.php/racing/on-line-entry-form-2019>

One race fee shall apply, irrespective of size of yacht.

Entries received less than 24 hours before the start will be accepted only at the discretion of the Race Committee.

No race entry fees, including late entry fees, will be refunded unless there are exceptional circumstances as judged by the race committee.

- LYC General Conditions & Sailing instructions shall apply and rank as Sailing Instructions. Owners and Crews are reminded that it is the sole responsibility of each boat to decide whether or not to start or continue to race.
- Competitors are required to comply with World Sailing Offshore Special Regulations Cat 3 with liferaft. The race organisers rely on competitors integrity and expect compliance. In the event that it is clear a breach of compliance has been identified the competitor shall be

scored DSQ and any entry fees shall be forfeited

6. The Race office will be located in the Floating Grace, or adjacent Albert Dock buildings. The office will be open from 09:00 BST. Please register your intention to race and hand in your race fees (if applicable), completed shoreside contact and crew information forms (see below), before the skippers briefing if possible.
7. Start times
All classes start at the same time
The starting times are BST (RRS 26 is amended)
13:50 - Timing Signal - one sound signal
13:55 - Warning Signal - Class Flags broken out & one sound signal
13:56 - Preparatory Signal - Flag P broken out & one sound signal
13:59 - One Minute Signal - Flag P lowered & one long sound signal
14:00 - Start - Class Flags lowered & one sound signal
8. Competitors moored in the Albert Dock will have to lock out into the Canning half tide dock around 12:00 to enable the Canning dock lock to be cycled. Whilst in Canning Dock it is proposed that During this period it is proposed that boats may wish to form a parade of sail in Canning dock and Canning half tide dock
9. Points scoring
 1. LYC shall be on corrected time. LYC Entrants points shall count to the LBC series.
 2. ISORA entrants shall be awarded points toward ISORA Series by ISORA

10. RULES AND REGULATIONS : CONDUCT OF RACE

a. RACING RULES AND REGULATIONS

This race is run under RRS and RYA Prescriptions, these general conditions, The World Sailing Offshore Special Regulation with RORC Prescriptions, the rules of IRC and one-design classes where applicable, and the rules of the Safety and Stability Screening system (SSS)

b. RULE INFRINGEMENTS AND PENALTIES

If the Protest Committee considers that a breach of rules has been committed, it may: a. Disqualify the yacht, or Impose a penalty by allotting to the yacht a place worse than her actual finishing position by 20% (minimum 2 places) to the nearest whole number of the starters in that Class and Overall. i. A yacht infringing a rule in more than one incident may receive a 20% (minimum 2 places) penalty for each incident.

The imposition of a 20% (minimum 2 places) penalty on a yacht shall not affect the places of other yachts - thus two yachts may have the same position. iii. The Penalty for breaking Rule 55 (Rubbish Disposal) is at the discretion of the Protest Committee (DPI) and may be less than disqualification.

c. ALTERNATIVE PENALTIES : PREMATURE START

Yachts over the line at the start should make every effort to return and clear the start line. If prevailing weather and tide conditions prevent a yacht from returning to the pre-start side of the start line under sail, they can do so by using engine, in which event she will be required to remain on the pre-start side of the starting line until 15 minutes have elapsed from the start of the race. Yachts will not re-join the race until released to do so by the Race Officer who will contact the yacht by radio.

d. VHF AND RADIO COMMUNICATION

Sailing Instructions require yachts to communicate to the Race Officer on Channel 37 when approximately 3NM/15 minutes from the finish and confirm sail number when finishing. There is no limit on communication from a yacht provided the yacht does not receive information (other than that publicly available to all) which might help her in the race - see RRS 41 - Outside Help.

AIS. If vessels are equipped with an AIS transponder and it is active at the start of the race it must remain active for the duration of the race. Failing to do so may require competitors to justify why their transponder lost contact /ceased working. A discretionary penalty may be applied in the event an AIS transponder is selectively turned on/off

Yellowbrick Satellite trackers. Competitors will be required to have an active yellowbrick transponder. It is their responsibility to ensure that the tracker is fitted accordingly and remains active for the duration of the race. Trackers must be returned to the race office. Details will be provided at the skippers briefing.

e. REPORTING IN A SLOW RACE

When, during a race such time has elapsed that a yacht can at best achieve an average speed to the finish of less than 4 knots, she shall make every effort to inform the Race Office at the finish, of her position and progress and shall continue to do so at reasonable intervals until she reports finishing or retiring.

If a competitor is unable to finish it should record its GPS position at the time limit. In the event that no competitors for any class finish within the time limit a means of deciding the nearest boat to Douglas based corrected time and position off the rhumb line from Q2 shall be used to determine positions

f. REPORTING IN SEVERE WEATHER

In the event of severe weather a yacht shall endeavour to:

- f. Report to the Race Office or HM Coastguard Codeword "Midnight Race", via Channel 16 her whereabouts and status at reasonable intervals (if possible 2 hourly) and pass information on other yachts if known.
- g. Keep continuous watch on and make initial calls on Channel 16 with inter-yacht communications when possible on Channel 72.
- iii. Act as a link, taking other yachts' reports on VHF and passing them to the shore (yachts with communications in addition to VHF).
- iv. Display the portable sail number (when no numbered sails are set) by, eg. lashing it across the deck.
- v. If in doubt, send messages to the HM Coastguard Codeword "Midnight Race", via Channel

g. SELF-STEERING

Automatic, mechanical and wind-vane devices for steering are prohibited.

h. USE OF ENGINE

i. **In emergency (changes RRS 42.1 and 42.3(h)).** An engine shall be used when appropriate to avoid collision or in grave emergency and the facts reported on the declaration. The Race Committee may apply a penalty of up to 10% time on time and a minimum one place, except when the yacht at a hearing shows that the circumstances which lead to her use of the engine were entirely outside her control (when penalty may be waived). However the Race Committee after a hearing may disqualify the yacht when it judges significant advantage was gained.

ii. **Late at the start (changes RRS 45 and 42.1).** A yacht need not be off moorings at her preparatory signal. A yacht which has not previously come to the starting area may arrive late using an engine or tow provided she:

a. stops her engine or drops her tow then completes a 360 turn before starting, and reports the incident on her declaration.

iii. **Taking Shelter (changes RRS 45 and 47).** A yacht may moor to take shelter. Crew may temporarily leave a yacht to handle her moorings. When a yacht moors to take shelter she shall report on her declaration.

j. **NARROW CHANNELS, TRAFFIC SEPARATION SCHEMES**

Attention is drawn to Rules 9, 10 & 11 of the IRPCAS. When racing in circumstances covered by these Rules, any yacht which is unable through lack of wind or any other cause to sail clear of a large power driven vessel shall start her engine and/or paddle in order to get clear, shall notify the Race Committee.

Whilst in the Mersey port area all competitors shall treat large commercial vessels as R.A.M. and keep clear. Competitors are required to keep a listening watch on Channel 12 (Mersey VTS). There is no requirement to initiate contact with Mersey VTS as this will be done by a liaison motorboat.

In the event of the Race Committee observing that a yacht has apparently obstructed the safe passage of a large power driven vessel in a narrow channel, the Race Committee may proceed against the yacht in accordance with RRS 60.2.

Competitors are required to contact Douglas Harbour on approach on VHF Ch 12 and obey any requirements. Failure to do so may lead to scored DSQ or DNF.

K. Except when otherwise stated in the Sailing Instructions, the rules of RRS Part 2 shall not apply between the times of local sunset and sunrise and shall be replaced with the corresponding rules of IRPCAS (International Regulations for Preventing Collisions at Sea).

I. **CREW NUMBERS**

IRC Rule 22.4.2 shall not apply. There will be no limitations on crew number or weight except as requested for boats rated as one designs which shall comply with IRC 22.4.1.

11. Course Details

a. **Start Line**

The **STARTING LINE** is a line from the flagstaff of the Liverpool International Start Line a transit on two triangles one on the flagstaff & one on the railings. See chartlet below. A TSC or LYC burgee may be flown.

- Individual recalls will be signalled by flag 'X' or a board painted as Flag 'X'.
- General recalls will be signalled by "First Substitute" pennant as RRS 29.2.
- Sound signals will be by horn.
- Communications at the start will be by VHF Ch. 37a/M1

b. **Races.**

There will be 2 races with a common start AND finish line in Douglas Bay

- a. Race A is around 100Nm and will act as a RORC qualifier. The winner of this race on corrected time shall be awarded the Lyver Trophy.
- b. Race B is around 75Nm

c. **Courses.**

- a. If in the opinion of the race director it is practical the race may start southerly and pass through the old Tranmere Sailing Club start line, to honour the 100th

running of this race. Otherwise the race will start northerly and head directly down the river towards Douglas. Competitors shall be advised of the course at the skippers briefing.

i. Race A ~ 100Nm.

“Channel course”, see below

No 1 (Douglas bay channel mark(p)

then out to sea for an additional 25..35Nm, precise course details will be advised later

Finish as below

ii. Race B ~75Nm.

“Channel course”, see below

Finish as below

iii. **Channel course.**

Enter channel leaving Brazil (P) / C22(S). Leave all red laterals to starboard, all green laterals to port, AND all cardinals to their respective ‘safe’ side. Leave Q1(P), Q2(S) on exit of the Channel Course.

All channel buoys south of Brazil buoy plus Crosby and Formby Floats ARE NOT marks of the course.

A Yacht forced the wrong side of a channel buoy or using other means of propulsion to avoid commercial shipping or in an emergency, should continue the race and report details to the timekeeper on the declaration. The race committee may apply a penalty.

For the avoidance of doubt starting the engine and keeping in Neutral to recharge the battery does not require identifying on the race declaration

b. **Alternative Courses**

An alternative course may be selected by the Race Director and announced at the skippers briefing.

d. **Finishing**

• **Finish Line:**

Leaving channel mark No 1 to Port, the finishing line shall be an extension of the line from the light at end of Victoria Pier through the No 3 Starboard Buoy towards Onchan Head.(see chartlet).

• Competitors **MUST** call “Midnight Race Control” on VHF ch37a/M1 to advise when they are 10 - 15 minutes from finishing in Douglas Bay.

• If finishing outside of daylight the sail number must be illuminated by torch on the side facing Victoria Pier.

• **Time Limit:** The time limit is 20:00 on Saturday 6th of July.

• **Finishing Time:** The finishing time must be carefully recorded and witnessed on the Declaration Form (see below). The declaration must be handed to the race officer in Douglas. After finishing, TEXT your Yacht Name and Finish Time to + 44 7780 618694. Should you be unable to send a text please call LYC OD on VHF Ch. 37a/M1 giving boat name, and finishing time. Transmit your message/finish time even if there is apparently no reply. Race Officers at the finish may be contacted by mobile telephone +44 07794 183146

g After Finishing

• Yachts **MUST** request permission to enter the Fairway or Harbour from the “Douglas Harbour Master” on VHF ch12, before proceeding into the harbour Fairway. Any competitor not complying to this or breaching the International Regulations for Prevention of Collisions at Sea will be liable for disqualification.

12. Retirements: Yachts retiring should telephone either the race director or contact or relay a message to race officer in Douglas

13. Dangers

1. Dukes Buoy is in close proximity to the start and care should be taken of the shallows between Dukes and the Liverpool Shore.
2. It is not recommended to sail outside of the line of the channel buoys in the vicinity of the revetment wall.
3. In addition to Ch16, a listening watch on VHF (Ch 12) is required at all times until clear of Q1/Q2.
4. Gas/Oil Fields have areas prohibited to navigation and unlit buoys can be present in the area. Competitors MUST keep clear. If competitors fail to do so and the facility operators or their agents raise a formal complaint against competitor(s) the competitors may be scored DSQ.
5. The Mersey river channel is undergoing frequent maintenance, competitors must keep clear of any dredging operations.
6. Outside of daylight hours (sunset and sunrise) competitors must abide by the IRPCS rules and illuminate navigation lights. If competitors are unable to comply then they MUST retire.

14. Entering Douglas Harbour

Yachts MUST request permission to enter, or exit, the Harbour from the "Harbour Master" on VHF Ch12, and obey any directions given, before proceeding into the harbour channel. Any competitor not complying with this or breaching the International Regulations for Prevention of Collisions at Sea will be liable for disqualification. Our continued use of Douglas Harbour as a finish is conditional on us respecting the Harbour Master's commands, and obeying the IRPCS for commercial traffic in restricted waters

15. Declaration form

The enclosed declaration form must be completed and handed to the TSC/LYC Race Officer in Douglas, in the event of retirement it may be emailed or posted to the Racing Captain immediately on return to a UK port. Provisional results will be posted in the Douglas Bay Sailing Club and on the LYC Website as soon as possible after the results are announced

Prizes shall be awarded at a Black Tie diner at Tranmere SC in Autumn 2018, all competitors are welcome to attend – Numbers will be limited on a first come, first served basis.

16. Protests shall follow the format of RRS Part 5. And must be identified to Race Control at the earliest opportunity, and no later than 24 hours after the last vessel finishes.

17. Failure to start or retirement must be reported to +44 7971 3419876

18. Retiring boats should state their intentions. Failure to report your retirement may lead to an unnecessary call to the SAR services. The Chief Race Officer may be contacted on +44 7971 3419876 throughout the weekend race period.

19. RESPONSIBILITY and LIABILITY RISK STATEMENT

Rule 4 of the Racing Rules of Sailing states: "The responsibility for a boat's decision to participate in a race or to continue racing is hers alone." Sailing is by its nature an unpredictable sport and therefore inherently involves an element of risk. By taking part in the event, each competitor agrees and acknowledges that:

(a) They are aware of the inherent element of risk involved in the sport and accept responsibility for the exposure of themselves, their crew and their boat to such inherent risk whilst taking part in the event;

(b) They are responsible for the safety of themselves, their crew, their boat and their other property whether afloat or ashore;

(c) They accept responsibility for any injury, damage or loss to the extent caused by their own actions or omissions;

(d) Their boat is in good order, equipped to sail in the event and they are fit to participate

(e) The provision of a race management team, patrol boats and other officials and volunteers by the event organiser does not relieve them of their own responsibilities;

(f) The provision of patrol boat cover is limited to such assistance, particularly in extreme weather conditions, as can be practically provided in the circumstances;

(g) It is their responsibility to familiarise themselves with any risks specific to this venue or this event drawn to their attention in any rules and information produced for the venue or event and to attend any safety briefing held for the event;

(h) They are responsible for ensuring that their boat is equipped and seaworthy so as to be able to face extremes of weather; that there is a crew sufficient in number, experience and fitness to withstand such weather; and that the safety equipment is properly maintained, stowed and in date and is familiar to the crew and

(i) Their boat is adequately insured, with cover of at least £3million against third party claims.

2. The owner will be held jointly responsible for the conduct of his/her crew during the race. Any misconduct may result in both owner and crew being excluded from future Tranmere Sailing Club and/or Liverpool Yacht Club races and renders a yacht liable to disqualification.

3. No yacht will be accepted as an entry unless it's owner or his/her representative has, before the start of the race, signed the "Race Entry Declaration".

Crew members' attention is drawn to RRS1.2 life saving equipment "Each competitor is individually responsible for wearing personal buoyancy adequate for the conditions." - **See also RORC prescription to Special Regulation 5.01.05**

APPROVED TRIAL RULES New definition

Waypoint A waypoint is a position, other than a *mark*, described by latitude and longitude coordinates.

Amended rule 28 28 SAILING THE COURSE

28.1 A boat shall *start*, sail the course described in the sailing instructions and *finish*. While doing so, she may leave on either side a *mark* or *waypoint* that does not begin, bound or end the leg she is sailing. After *finishing* she need not cross the finishing line completely.

28.2 A string representing a boat's track from the time she begins to approach the starting line from its pre-start side to *start* until she *finishes* shall, when drawn taut, (a) pass each *mark* or *waypoint* on the required side and in the correct order,

(b) touch each rounding *mark*, touch a hypothetical object at each rounding *waypoint*, and (c) pass between the *marks* or *waypoints* of a gate from the direction of the previous *mark* or *waypoint*.

She may correct any errors to comply with this rule, provided she has not *finished*.

28.3 The sailing instructions may specify criteria to determine whether a boat has rounded or passed a *waypoint* on the required side. **Insert into Part 2 new rule W1**

W1 ROOM TO PASS A WAYPOINT

W1.1 When rule 20 applies, rules W1.2 and W1.3 do not.

W1.2 When *overlapped* boats are approaching a *waypoint* to pass it on the required side the outside boat shall give the inside boat *room* to pass the *waypoint* unless the outside boat has been unable to do so from the time the *overlap* began;

W1.3 If the inside boat has reasonable doubt that she has *room* to pass the *waypoint*, she may hail the outside boat accordingly. The outside boat shall then give the inside boat additional space unless she is unable to do so.

IRC Rule 8.2 With the permission of the IRC Rating Authority, IRC Rule 8.2 is modified to include GBR boats holding Limited Validity IRC TCCs.

NOTES FOR COMPETITORS

1. REMEMBER to leave your Crew list with the person designated on your entry form and ensure that they are fully briefed as to telephone numbers available at both UK and foreign destinations.
2. The Deputy Harbour Master, Mersey VTS wishes to remind all Competitors to be aware of the fact that vessels using the main shipping channels in the Mersey River area will inevitably be constrained by their draught and should accordingly be given a wide berth. Competitors MUST keep a listening watch on VHF Ch12 until clear of Q1/Q2
3. The results will be given at the Douglas Bay Sailing Club at 19:00 on Saturday 6th July 2019. A formal prize giving shall be held at Tranmere SC in the Autumn, to which all competitors are welcome.

HW Liverpool Friday 5th July 13:52, 9.4m

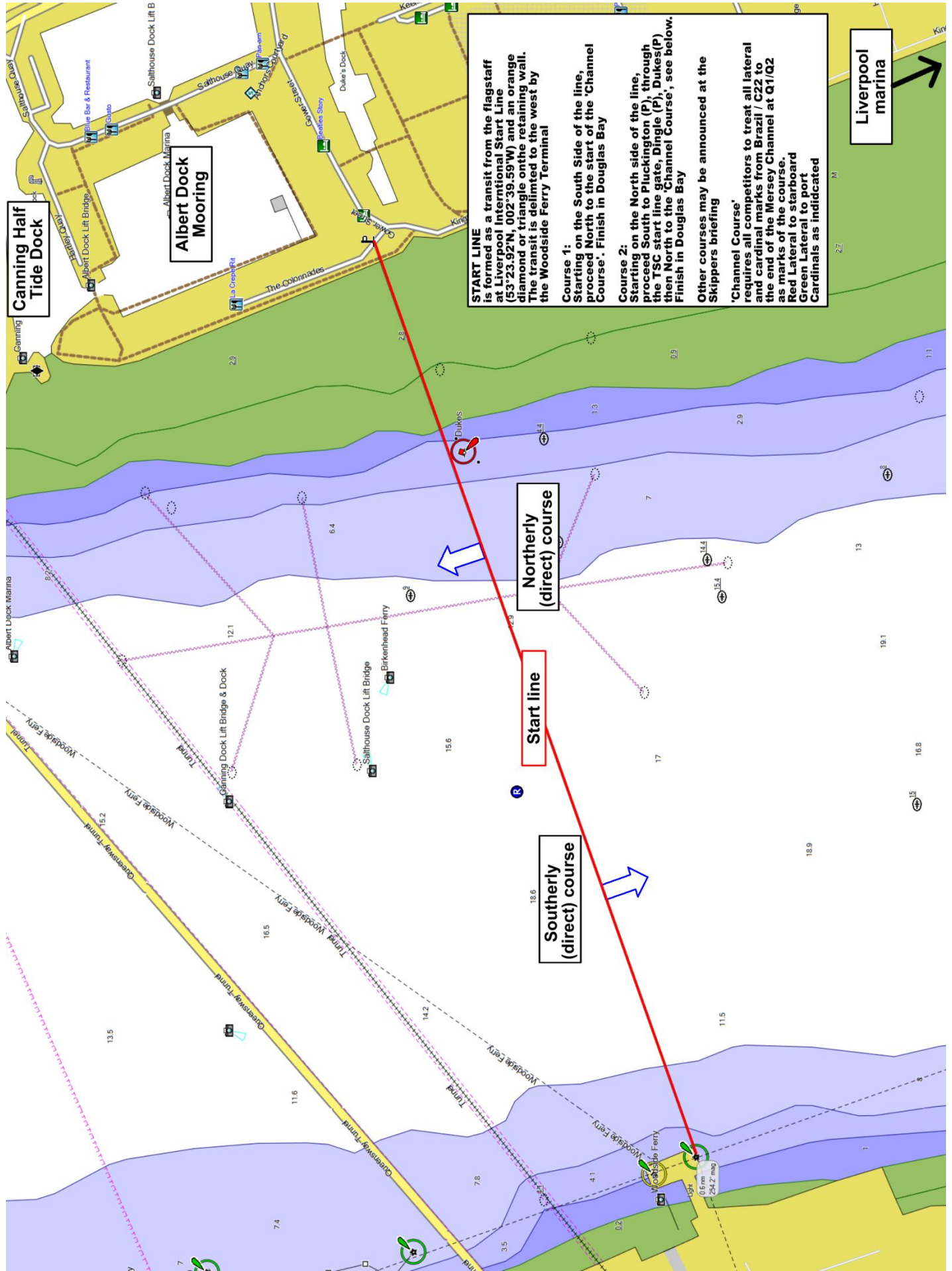
Sunset Liverpool 5th July ~ 21:42

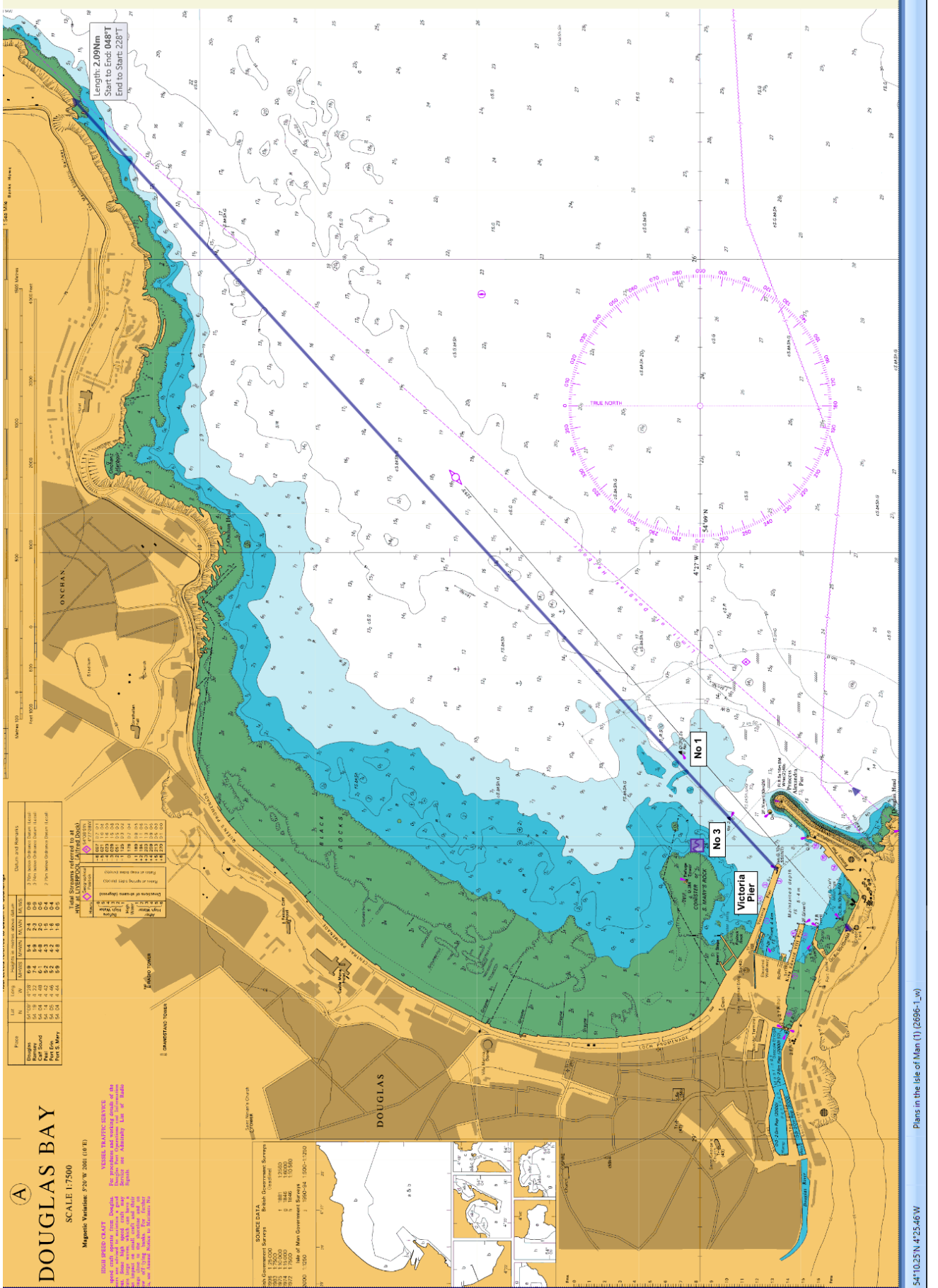
HW Douglas Saturday 6th July 02:33 & 15:08

LW Douglas Saturday 6th July 09:15 & 21:30

Sunrise Douglas 9th June ~ 04:52

Start Line







Liverpool Yacht Club Tranmere Sailing Club RACE DECLARATION



Yacht Name:

Owner's Name:

Race Number:

Race Destination:

Race Date:

Race Start Time:

signed

I declare that I was on board and in charge of the above yacht during the LYC Race just completed and that during that time the Sailing Instructions were obeyed and that our time of arrival was as stated below.

Finishing Time:
in BST or UTC
please identify

Date:

Yacht Ahead:

Yacht Astern:

Remarks (use of
engine, omission
of mark)

Skipper's
Signature:

Print Name:

No. of persons on board:

Witness Signature:

Position in Crew:

Please complete this form and either hand it in to race control or email or post within forty-eight hours of the last yacht to finish to:- racing@lyc.org.uk

Matt Heald

Race Captain, LYC C/o Liverpool Marina, Coburg Wharf, Liverpool L3 4BP
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Version History

Original version published 13th June

This version published 20th June.

Errors in class flags fixed. Foot of page 1

Clarification of uploading IRC certificates obviates need to present certificate on signing on. Top page 2

Clarification of requirement to identify course on signing on. Page 1