



Ancient Mariner Social Sailing Supplementary Sailing Instructions

These Supplementary Sailing Instructions (SSIs) are provided to give guidance to sailors wishing to participate in the Ancient Mariner (AM) races conducted under Safety Category 7 in sheltered waters on the Gippsland Lakes in daylight hours only.

Contents

1. AM Sailing Windows:	1
2. Rules:	2
3. Adverse Weather or Other Adverse Conditions:	2
4. Postponement	2
5. Eligibility to Entry	2
6. Safety	4
7. Courses:	4
8. Shortening of Course	4
9. Course Extension	4
10. Prizes	4
11. General Information	5
12. Disclaimer	5
Appendix: 1 – Update history	6

1. AM Sailing Windows:

- AM – Winter Series (conducted during the months of autumn & winter with a possible 26 sailing days);
- AM – Summer Series (conducted during months of Spring & Summer with a possible 23 sailing days);
- A challenge Series may be conducted throughout the year in conjunction with both winter and summer sailing as weather conditions allow.

Note: AM Winter & Summer Series are stern-chasers held every Thursday unless circumstances prevent access, then it may be postponed until the Friday or else cancelled. The GLYC Sailing calendar on the [GLYC website](#) shows individual sail dates.

2. Rules:

- The GLYC Sailing Instructions and Notice of Race for the current season apply to this race unless modified in this SSI.
- All races will be governed by the rules as defined in the Racing Rules of Sailing.
- All AMs are stern-chaser (i.e.. pursuit) races and are classified as ‘No Extras’ i.e., no spinnakers.
- Single handed entrants and other than Division 2 boats may be permitted to participate, but only when a GLYC rescue craft is crewed and available for the event.

3. Adverse Weather or Other Adverse Conditions:

- Weather Forecast - The Officer of the day is to obtain the latest possible Bureau of Meteorology weather forecast and wind strength report on the day of the race.
- The race will be cancelled or deferred and notification sent by email prior to 10AM if the forecast average wind strength, according to at least 2 of our 3 regular weather forecast sources (“BoM Weather” phone app, “Windy” or “WillyWeather”) as at 8:00AM, is over 20 knots during any of our sailing time window (usually 12:30 to 4:30 PM) and area. As always, it is the absolute decision of the individual skipper of any boat whether or not they choose to participate in a race.
- The Duty Officer also has the authority to abandon/postpone a race or event should the forecast weather conditions on the day be not conducive to sailing. This decision is to be based on existing and forecast weather conditions, with due respect to Category 7 classification. Race abandonment /postponement may be decided prior to the start of a race, or when necessary, be decided during a race.
- The electronic mobile messaging service will only be used for notification after 11am and/or in emergency situations, all other communication will be by email.
- The accepted sailing range is:
 - Temperature is too hot (> 38 degrees) or too cold (< 5 degrees);
 - Fresh winds as shown on the BOM weather site (> 20 knots) or light winds (<3 knots) however if a Strong wind warning or greater for the Gippsland Lakes is posted the AM Racing will automatically be postponed or cancelled.
- Once a race has started should conditions be considered too strong the Duty Officer is to contact the Communications officer in the control tower radio (VHF Channel 77), to indicate all boats should return to shore/dock with all haste possible.
- Other adverse conditions (smoke, fog, algal bloom, etc) will be sailed under the controls identified within the Club’s Risk Management Plan related to this race series.

4. Postponement

- Should Thursday’s sailing be postponed due to extreme weather conditions or other reasons associated with Club operations, it may be resailed on the following day (Friday): Friday’s sailing briefing will be sent out the night before to allow time for anyone who has to travel some distance. Should conditions change overnight an SMS message would be sent indicating the change;

5. Eligibility to Entry

- When no GLYC rescue craft is available, AMs are restricted to Division 2 boats or keel boats that are sailed with a minimum of skipper and crew.
- Any boat wishing to participate in an AM must:
 - Comply with and have submitted on-line the appropriate GLYC Safety Declaration for their boat's division.
 - Completed and have submitted on-line a valid GLYC Season Entry Form for the current season, confirming the required insurance coverage before an entry will be accepted. Any boat not lodging the required documentation shall be considered not to have entered and be ineligible to appear in the results.
 - It is also the responsibility of the skipper of any competing boat to ensure all crew members are members of an Australian Sailing affiliated club, or hold a Sailpass for that particular date.
- Casual entries from members of GLYC with registered yachts may, at the discretion of the Duty Officer, be accepted up to two (2) hours before the scheduled start time on the day
Email: glyc@sailglyc.com with your request
- Visitors are welcome but should contact the Club at least 2 days prior to a race to put the relevant documentation in place;
- A fee of \$2 per participating crew member who chooses to return to the Club and participate in the after-sail debrief is to be paid at the Club after the race. This fee allows for the provision of nibbles and the winners' prize.
- When 5 or more 'one design' boats start an AM race they may form a single division within the fleet and will be awarded a separate finish, (e.g., Etechells have this potential). Where there are less than 5 one-design boats starting, they will join with all the other boats. Nothing else would change from the way the race is currently conducted with the exception of possible multiple winners.

6. Safety

- A VHF radio (CH77) must be carried and monitored during the period of the race. Prior to the start of the race the skipper is to conduct a radio check with the tower stating the number of persons on board;
- When there are no designated on-water support craft attending the AM fleet or in close proximity, should a yacht get into difficulty, the closest yachts shall immediately drop sails and provide assistance. An appropriate time will be allowed towards final finish times.
- The planned sail shall be abandoned if less than 3 boats start, or, finished on the water at any time during the sail at the discretion of the Duty Officer if adverse conditions threaten.
- When no GLYC rescue craft is on duty, an approved PFD must be worn by all skippers and crew for the duration of the race.
- The race will be monitored at the GLYC Club House and sailors sign on electronically at least one hour before the start of the race and sign off by radio should they withdraw from the race. Boats finishing at the Club will be signed off automatically as their finish times are recorded . (All competing boats and crew must be listed on the sign on sheet or will be awarded a DNS). Electronic sign on is required and can be accessed on <https://sailglyc.com/sailing-sign-on>

7. Courses:

To provide interesting variety the courses will generally be varied from race to race.

- The course to be sailed will be taken from a library of predetermined courses and determined on the day depending on wind strength and direction. The DO can notify the sailors a set course in the race announcement email.
- Although the predetermined library of courses provides many options, the sailors on the day can decide to sail an alternate course when the majority of sailors are in agreement.
- A copy of the chosen course will be available on the day of racing, at <https://sailglyc.com/ancient-mariners-racing/>

8. Shortening of Course

The shortening of a course may be carried out at the discretion of the Duty Officer by:

- Reducing the length of an existing course under agreement with the sailors prior to the race commencing (*i.e. drop a leg*);
- Notifying by Radio, after boats have commenced the race, and gaining confirmation of their understanding. (*This would normally be carried out by the tower Communications Officer under instructions from the Duty Officer*).

9. Course Extension

If conditions are such that the leading boat will arrive at the 5 knot mark before 3pm, the course may be lengthened and competitors will be advised accordingly by radio. If lengthened, boats shall continue past the 5 knot South mark, round the middle 5 knot mark to Port, and proceed to Bluff head, rounding in the normal manner before heading back to the standard finish via the 5 knot South mark. The notification to extend will be by radio so a normal radio watch is required.

10. Prizes

The AMs is **not** a trophy race series, but rather a sequence of independent events.

The following may be presented, but only if the boat is represented at the after-sail 'debrief' and race fee(s) paid:

- A bottle of wine - to the first boat home on each race day;
- A memento - to the boat that outsmarts the handicapper most often for each series;
- A memento/bottle of wine – to the boat that outsmarts the handicapper most often for each challenge.

11. General Information

- The Ancient Mariner Social Sails are a non-spinnaker event.
- OTB and Single handed entries are only permitted when a GLYC rescue craft is crewed and available for the event
- The start and finish lines will be the extension of a line projected from a yellow line on the GLYC starter's box through to the light (and security camera) pole marked with yellow stripes on the Grassy Point (Sailability) Jetty and bounded by the opposite bank;
- A digital clock will display the official time for starts and will be located on the GLYC loft balcony. The time displayed is the official time and sailors may have to set their clocks accordingly;
- Boats are to remain clear of the start line and not restrict other competitors starting or finishing;
- All fixed navigation marks are marks of the course and to be passed on the correct side. With the exception of the five (5) knot marks, all marks are "virtual" and on a radius of twenty (20) metres distant from the navigation marks shown on the AM Course descriptions. This "virtual" mark is to be taken as the turning point.
- In order to create more certainty, all "virtual" marks require a port rounding within the 20 metre radius of the navigation marks, thereby leaving the fixed navigation mark to starboard.
- 5 knot marks are to be physically rounded to Port with the exception of the final leg to the Club finish line, when the southern 5 knot mark (*closest to Montague Point*) it is to be considered as a hitch mark, and rounded to Starboard (*Note: This is the only Starboard rounding on the race course*);
- Should a boat complete the course within the allocated time the remainder of the fleet is to continue racing to cross the finish line to be eligible to be allocated a place. There is an allowance of 1 hour after 1530 for all boats to finish, any boat not finishing within the time period (up to 1630 hours) is to be awarded a DNF;
- Should no boat cross the finish line by 1530hrs the race will conclude on the water and placings noted (*Boats are required to radio the tower with their placings*);

12. Disclaimer

All those taking part in sailing events conducted by Gippsland Lakes Yacht Club Inc. do so at their own risk and responsibility. Gippsland Lakes Yacht Club Inc, its staff, officers and volunteers accept no responsibility whatsoever for the seaworthiness of boats whose entries are accepted or the sufficiency or adequacy of its equipment.

Attention is drawn to Fundamental Rule 3, which states that: “the responsibility for a boat’s decision to participate in a race or to continue racing is theirs alone.” Gippsland Lakes Yacht Club Inc, its officers and volunteers accept no responsibility whatsoever for loss or damage to boats or equipment or personal injury associated with races conducted by the Club. The person in charge of each boat should ensure that all crew members have sufficient capability for the tasks they will be required to undertake.

Issued under the authority of Gippsland Lakes Yacht Club Inc.

Appendix: 1 – Update history

Date	Version	Change
8/8/2022	30	<ul style="list-style-type: none"> • Addition of Table of Contents and Update history • Inclusion of minimum boats (Safety) rule. • Changes in the definition of AMSS “Series” and how prizes are allocated. • Minor grammatical changes.
30/8/2022	30a	<ul style="list-style-type: none"> • Change of Name of Document from “Sailing Information Sheet” to “Supplementary Sailing Instructions” • Removal of phrase ...”a combination of the NOR & SI and is” in line 1 of doc. • Eligibility for Entry – Clarification that Entry Fee is per BOAT (not sailor)
28/9/2022	31	<ul style="list-style-type: none"> • Change to “Rules” to allow single-handed and non Div-2 boats to sail when a rescue craft is available • Change to the RRS Fundamental Rule No. referred to in the disclaimer from 4 to 3 (the same rule, different number). • Removal of separate Insurance cover clause (already covered on the required Season Entry) • Eligibility for Entry – Clarification that Entry Fee is per SAILOR (not boat) and what it covers. • Clarification that trophy wine is only awarded to boats represented at debrief (and race fees paid).
9/12/2022	31a	<ul style="list-style-type: none"> • Minor wording changes for clarity requested by the Sailing Captain. • Removed reference to C’tee appoints the Duty Officer. • The Sailing Schedule has been removed as it was already defined in the AMs Sailing Windows section. • Inserted clause (under Eligibility to Entry) making skipper responsible for ensuring that all crew have either an AS number or valid “SailPass”
10/12/2022	31b	<ul style="list-style-type: none"> • Changed reference to AMSS to AM • Removed reference to a “Course Sheet” (in item 7) • Clarified that the AMs are a Category 7 race • Added heading numbers
06/01/2023	31c	<ul style="list-style-type: none"> • Remove the words “by the Communications Officer in the tower” with “automatically as their finish times are recorded” in the final clause in section 6 (Safety)
19/02/2023	31d	<ul style="list-style-type: none"> • Change wording of Section 3 item 2 “Race Abandonment – There will be an automatic abandon/postponement and notification by email prior to 10am should the BOM weather site show a “<i>Strong wind warning or greater for the Gippsland Lakes</i>” to “The race will be cancelled or deferred and notification sent by email prior to 10AM if the forecast average wind strength, according to at least 2 of our 3 regular weather forecast sources (“BoM Weather” phone app, “Windy” or “WillyWeather”) as at 8:00AM, is over 20 knots during any of our sailing time window (usually 12:30 to 4:30 PM) and area. As always, it is the absolute decision of the individual skipper of any boat whether

		or not they choose to participate in a race.
--	--	--