

# Stokes Hill Cup

## DRY SEASON RACE SERIES



**DARWIN BEACH**  
CRUISING YACHT  
ASSOCIATION

## — 2022 OFFICIAL RACEBOOK —

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# NOTICE OF RACE

## 1. RULES

1.1 The Dinah Beach Cruising Yacht Association (DBCYA) Stokes Hill Cup Dry Season Race Series (DSRS) will be governed by the rules, as defined in:

1. Simplified Racing Rules (pg 4)
2. International Regulations for Preventing Collisions at Sea (this includes by-laws of Darwin Harbour)

1.2 PORT BY-LAW - Vessels under 20m must give way to all commercial vessels within port limits.

## 2. ELIGIBILITY

2.1 The DSRS is open to all sailing boats that comply with all relevant Commonwealth and NT Maritime Acts and Regulations. Random checks may be carried out.

2.2 All yachts must have a working VHF radio (race channel: VHF 73).

2.3 The Skipper must complete a Safety Self-Audit Cat 5 form prior to participation, available at [www.dbcya.com.au](http://www.dbcya.com.au) - racing page.

2.4 The skipper of a participating yacht must be a Senior Member of DBCYA. A yacht whose skipper is not a financial member will be awarded a DSQ (disqualified).

2.5 Prior to race participation all crew are required to obtain DBCYA sail crew membership (covers whole season) or obtain a one day Sailpass for each race (refer pg 10).

2.6 Crew attending the DBCYA premises more than three times per year are required to obtain DBCYA membership.

2.7 Crew means all persons onboard a yacht during a race.

## 3. ENTRY

3.1 Skippers must register for each race via one of these options:

- a) at the official race briefing 1800hrs each Friday prior to race (or at the clubhouse by 1800hrs the day prior to race)
- b) online via Revsport by 1800hrs the day prior to race (link via [www.dbcya.com.au](http://www.dbcya.com.au) - racing page)

3.2 The entry fee is \$20 per race, per vessel.

3.3 The Race Committee reserves the right to reject any entry at any time up to the Starting signal.

## 4. THE START

4.1 DBCYA reserves the right to alter the start time and date of any race as it may deem appropriate.

4.2 Each race shall be started by using the below Signals Chart. Times shall be taken from the visual signals; the absence of a sound signal shall be

disregarded.

4.3 The warning signal for each succeeding division shall be made with the starting signal of the preceding division.

Minutes before start signal	Visual signal	Sound signal	Meaning
5	Division flag - up	One	Warning signal
4	P flag - up	One	Preparatory signal
1	P flag - down	One long	One minute
0	Division flag - down	One	Start

4.4 If using an engine to approach the Start Line after the 5 minute warning signal, vessels MUST complete a 360° turn after stopping the engine, BEFORE proceeding to sail across Start Line at the beginning of the race. This action is to be relayed to the OOD at first opportunity by radio on VHF 73.

4.5 Vessels whose warning signal has not been made shall avoid the starting area during the starting sequence for other divisions.

## **5. RECALLS**

5.1 Any vessel crossing the start line prematurely may be called on VHF Channel 73. Regardless, that vessel must return to the start line and re-start correctly without causing interference to other competitors.

## **6. THE COURSE**

6.1 The start of the race shall be in the vicinity of Stokes Hill Wharf.

6.2 The course will be available at [www.dbcya.com.au](http://www.dbcya.com.au) prior and at sign-on briefing the Friday prior to each race.

## **7. DISCONTINUANCE OF RACE**

7.1 Retiring - All vessels who retire from the race MUST notify the OOD at the earliest opportunity.

7.2 Engine Use - Should any vessel have to use its motor for propulsion during a race for any reason the skipper will advise the OOD at the earliest opportunity, by VHF or mobile phone, why the motor was used and for how long. The Committee will determine if any time penalty is applicable prior to the results being posted.

## **8. RESULTS**

8.1 The minimum number of starters in any division shall be four to attract the total prize purse for that division. For each number less than four a 20% deduction will occur.

8.2 A minimum of two vessels are needed for a result or the race will be considered abandoned and will not count in the series scores.

## **9. DISCLAIMER**

9.1 Competitors participate in the DSRS entirely at their own risk. By entering the DSRS, skippers confirm to DBCYA that they personally accept responsibility for their vessel and all persons aboard for the duration for the event.

9.2 The Skipper must ensure all crew have personal accident insurance cover prior to race participation as detailed on pg 10.

9.3 Skippers & crew are required to sign an Indemnity Form prior to DSRS participation. NOTE: One Indemnity covers the full series.

9.4 Failure to complete 9.2 and 9.3 above will result in the vessel being declared DSQ and the vessel may not participate.

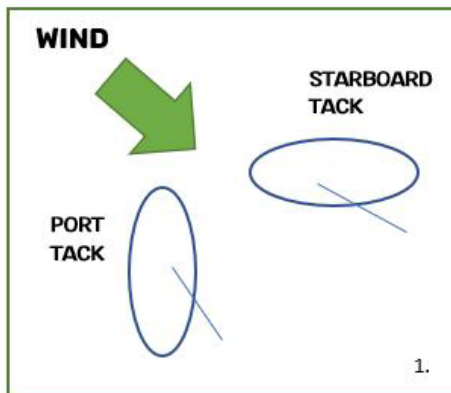
9.5 It is the skipper's sole responsibility to decide whether to enter, start or retire from the race. DBCYA will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the event.

# SIMPLIFIED RACING RULES

- 1. PORT/STARBOARD:** When boats on opposite tacks meet, the port tack boat must keep clear. The starboard skipper should assert his right-of-way by calling “starboard”.

The tack is named for the windward side of the boat, ie the side opposite the boom. If, as you face forward, the right side of the boat is windward, you are on starboard tack. Otherwise you are on port.

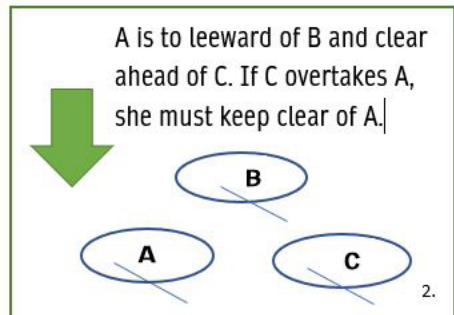
Diagram: right-of-way boat is labelled starboard.



- 2. WINDWARD/LEEWARD:** When boats are on the same tack, two rules apply:

- \* windward boat keep clear
- \* overtaking boat keep clear

This rule also covers upwind / downwind boats meeting.



- 3. CHANGING TACK:** While you are tacking, you must keep clear of other boats that are not doing so. If you acquire the right-of-way over a boat nearby with a tack or gibe, you must give that boat reasonable room and time to react.

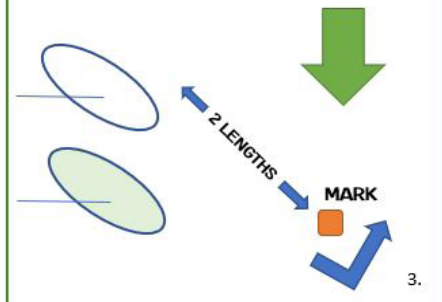
You cannot tack to force a nearby boat to tack because you have no rights until you have completed the tack.

- 4. AVOIDING COLLISIONS:** Even when you have the right of way, you must try hard to avoid any collision to avoid personal injury and/or damage to both vessels.

- 5. BUOY ROOM:** When you round or pass a mark other than a starting mark, you must give room to round that mark to any boat that has an inside overlap on you as you get within two boat lengths from the mark. You should also avoid tacking

within two boat lengths of a windward mark if any other boats are near you.

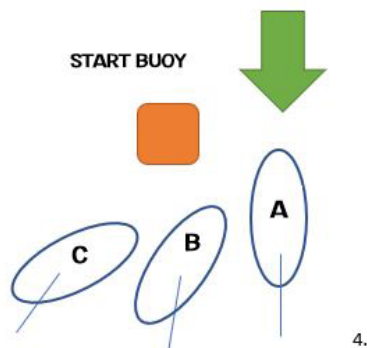
Although the green boat is to leeward and would usually have right of way, the overlapping white boat is entitled to enough room to make a seamanlike rounding of the mark.



- 6. BARGING:** The 'buoy room' rule does not apply at the start line. Do not try to squeeze between a boat to leeward of you and a mark. Note that an official start vessel that marks an end of the start or finish line is considered a mark.

A luffing boat may not pass beyond head to wind if there is another boat there.

A is entitled to sit as high as head to wind to prevent both B and C from going between her and the start buoy. In the absence of A, boat B would be entitled to cut off boat C. All must avoid a collision that could cause damage. If A or B are forced to give room to avoid a collision, they should protest and the infringing boat should do a 720°.



- 7. OVER EARLY:** If any part of your boat or equipment is across the start line when the start signal is made, you must re-start. While returning to the start line to re-start, you must keep clear of any boats that are not



# SIMPLIFIED RACING RULES (CONTD)

returning. Often the best approach in a crowd is to let your sails luff or even back wind them and slow down until you can return to the line without fouling anyone.

## 8. DEFENDING AGAINST OVERTAKING BOATS:

If a boat tries to pass you to windward, you are entitled to defend your wind by luffing up but must do so in such a way as to give the windward boat room to keep clear (see also diagram 4.). A luffing boat may not pass beyond head to wind while the other boat is there.

If a boat tries to pass you to leeward on a reach or run, you must not intentionally impede them by sailing below the course to the next mark.

**9. TOUCHING A MARK:** If you touch a mark, you may continue to race only after getting out of the way of other boats and sailing a complete 360°.

**10. RULE INFRINGEMENT:** You are officially racing and therefore bound by the racing rules from the first warning signal of the day until you have cleared the finish line.

If you break a rule, the racing rules and good sportsmanship require that you do a 720° turn. As in item #9, you may continue to race only after immediately getting out of the way of other boats and, in this case, sailing two consecutive complete circles.

If there is a collision between two boats the offending vessel must undertake a 720° turn as soon as it is safe to do so.

Minor fouls are often forgiven, with nothing more than a verbal acknowledgement, however there may be instances where you feel a protest is warranted. If you are fouled and you intend to protest, you must do two things immediately:

- \* yell (the actual word) 'Protest!'
- \* display a red protest flag if you have one. NOTE: a protest flag is not required on boats that are less than six meters long.

If the offending party does a 720°, you can choose to forget the matter otherwise you need to inform the OOD of your protest at the finish line. When you reach the DBCYA Clubhouse you may attend a hearing that will decide the protest.

### 1. Equipment for Pleasure Craft of

#### 5 metres to 10 metres in length:

- a) one approved life-jacket or buoyancy vest for each person on board (See NOTE 2);
- b) one bailer with lanyard or bilge pump;
- c) one anchor fitted with an anchor cable of not less than 50 metre;
- d) one portable fire extinguisher (See NOTE 1);
- e) one litre for each person on board of fresh drinking water in a leak-proof container
- f) one waterproof torch or lantern
- g) two red flares (See NOTE 1);
- h) two orange smoke signals (See NOTE 1);
- i) one "V" distress sheet;
- j) one liquid damped compass;
- k) one chart of the area of operation

### 2. Additional Equipment for Pleasure Craft of more than 10 metres in length:

- a) one approved life-jacket or buoyancy vest for each person on board (See NOTE 2);
- b) one bilge pump with a minimum capacity of 100 litres per minute;
- c) two anchors each fitted with an anchor cable of not less than 50 metres;
- d) two portable fire extinguishers (See NOTE 1);
- e) two buckets, each of not less than 9 litre capacity and fitted with a lanyard;
- f) one litre for each person on board of fresh drinking water in a leak-proof container
- g) one waterproof torch or lantern
- h) two red flares (See NOTE 1);
- i) two orange smoke signals (See NOTE 1);
- j) one "V" distress sheet;
- k) one liquid damped compass;
- l) one chart of the area of operation
- m) one lifebuoy fitted with buoyant line

**EPIRB** (For all lengths) - One (1) 121.5/243MHz or 406MHz Emergency Position Indicating Radio Beacon (EPIRB) must be carried on board if the vessel is operating outside sheltered waters and more than 2 nautical miles from the coast.

### 3. Tender: A tender is an auxiliary vessel that is used solely for or as a means of transportation between a pleasure craft and the shore.

Safety equipment required on board are:

- a) 2 paddles or oars fitted with rowlocks;
- b) one bailer with lanyard.

**NOTE 1:** Expiry dates must be adhered to for the following equipment:

- Red hand held flares
- Orange smoke signals
- Fire extinguishers
- EPIRBs

**NOTE 2:** Life-jackets, buoyancy vests and personal flotation devices have been approved for use as follows:

*For operations within sheltered waters:-*

- PFD1 - Conforming with Australian Standard AS1512; or
- PFD2 - Conforming with Australian Standard AS1499; or
- PFD3 - Conforming with Australian Standard AS2260; or
- Life-jackets conforming with 'Solas' or 'Coastal' standards.

*For operations outside sheltered waters:-*

- PFD1 - Conforming with Australian Standard AS1512; or
- Life-jackets conforming with 'Solas' or 'Coastal' standards.

### RESTRICTED AREAS

A person must not navigate a small craft:

1. At a speed exceeding 5 nautical miles p/hr within 30 metres of a person bathing
2. At a speed exceeding 5 nautical miles p/hr within 150 metres of the water edge at:
  - Nightcliff Beach
  - Fannie Bay Beach
  - Mindil Beach
3. At a speed exceeding 5 nautical miles p/hr:
  - Through or in a mooring area
  - Within 30 metres of a moored vessel
  - Within 100 metres of a jetty, wharf or commercial shipping / cargo area
4. At a speed that the vessel wash endangers the safety of a person, boat or structure.

### NEW - VESSEL EQUIPMENT SAFETY AUDIT

All Skippers are required to complete a Cat. 5 self-audit to check safety gear is present and in good condition - refer Notice Of Race item 2.3

# HARBOUR COMPLIANCE REGULATIONS

Skippers **MUST** keep out of the way of ALL commercial traffic.

A 1000m (bow & stern) and 500m (port & starboard) exclusion zone applies around gas ships.

It is the responsibility of the Skipper to be aware of this information via the Darwin Port Authority.

## 200 MTR MARINE EXCLUSION ZONE - LARRAKEYAH DEFENCE PRECINCT

The exclusion zone will be clearly marked by buoys and is declared by the Regional Harbour Master and enforceable by authorities



### CONTACT

**Questions relating to the project:**

**Call:** Larrakeyah Defence Precinct Redevelopment community hotline on 1800 270 718

**Email:** [feedback@truenorthcomm.com.au](mailto:feedback@truenorthcomm.com.au)

# 2022 RACE DATES AND TIDE TIMES

RACE	DATE	TIDE & METRES
<b>RACE 1</b>	<b>Saturday</b> <b>04 June 2022</b>	<b>0913hrs 6.60m</b> <b>1448hrs 3.01m</b> <b>2022hrs 5.77m</b>
<b>SPONSOR: NORTHERN TERRITORY GOVERNMENT</b>		
<b>RACE 2</b>	<b>Saturday</b> <b>09 July 2022</b>	<b>0659hrs 3.38m</b> <b>1250hrs 5.54m</b> <b>2003hrs 2.22m</b>
<b>SPONSOR: COOPERS</b>		
<b>RACE 3</b>	<b>Saturday</b> <b>23 July 2022</b>	<b>0712hrs 3.82m</b> <b>1243hrs 5.08m</b> <b>2025hrs 2.42m</b>
<b>SPONSOR: GREAT NORTHERN</b>		
<b>RACE 4</b>	<b>Sunday</b> <b>21 August 2022</b>	<b>0606hrs 4.06m</b> <b>1055hrs 4.87m</b> <b>1912hrs 2.73m</b>
<b>SPONSORS: WINNELLIE CELLARS - SIP N SAVE</b> <b>+ DARWIN PORT</b>		

**SERIES PRESENTATION TO FOLLOW.**

THESE TIDE TIMES ARE GIVEN IN GOOD FAITH AND BELIEVED TO BE ACCURATE. NO RESPONSIBILITY IS TAKEN FOR ERRORS OR OMISSIONS.

# CREW INSURANCE REQUIREMENTS

Skippers are required to ensure that all their crew are members of Australian Sailing (A.S.) prior to sailing, to ensure they are covered by personal accident insurance when competing in the WSRS. This is easily achieved by either:

## DBCYA SAIL CREW MEMBERSHIP

### PREFERRED OPTION

Automatic A.S. membership, plus the benefits of DBCYA membership including use of all facilities. \$40 annual fee.

### MEMBERSHIP FORM AVAILABLE AT DBCYA

or

## SAILPASS TEMPORARY A.S. MEMBERSHIP

Online registration which provides temporary m/ship and personal accident insurance cover for that day only. \$10 per pass. Handy for guest crew appearances.

### sailpass website



### SCAN CODE TO REGISTER.

<https://www.revolutionise.com.au/dbcya/registration/temporary-member/>

Please note - all Sailpass crew visiting the DBCYA premises after the race more than three times per year must obtain DBCYA social membership.



All DBCYA senior and sailing crew members are automatically signed up\* for membership to Australian Sailing (the Governing body for all competitive and recreational sailing in Australia) and receive a range of benefits including

## AUTOMATIC MEMBERSHIP

Personal Accident Insurance cover, loyalty partners discounts and access to training schemes and racing rules.

*\* Please note it may take up to four weeks for applications to be ratified then entered into the Australian Sailing membership database to obtain insurance cover.*

For information on all benefits go to  
[www.sailing.org.au/information-services/club-members](http://www.sailing.org.au/information-services/club-members)

# DARWIN PORT BUOY POSITIONS

NAVIGATION AIDS				
Name	No	Position	Description	Characteristic
Channel Rock	6	12°25.051'S 130°46.965'E	Port lateral Nautilus pillar buoy with top mark and AIS	Iso.R.2s (synch)
West Point	7	12°26.073'S 130°46.823'E	Tideland green plastic starboard lateral pillar buoy with top mark	Iso.G.2s (synch)
Navy Buoy		12°28.024'S 130°47.629'E	White Can mooring	FL.Y4s
Number Eight	8	12° 28.078'S 130°49.247'E	Sealite Posiedon port hand buoy with top mark. Fitted with AIS.	IsoR.2s (synch)
Bennett Shoal		12° 28.035'S 130°49.465'E	Sealite Posiedon Isolated Danger buoy with top mark.	FL(2)5s
Abbott Patches	9	12°28.117'S 130°48.352'E	Tideland green plastic starboard lateral pillar buoy with top mark	IsoG.2s (synch)
Number Ten	10	12°28.452'S 130°50.465'E	Sealite Posiedon Port hand buoy with top mark.	IsoR.2s (synch)
Wickham Point	11	12°28.590'S 130°49.078'E	Sealite Nautilus perferred Channel to Port (GRG) buoy.	FL(2+1)6s
North Cardinal Marker		12°29.037'S 130°50.100'E	Sealite Poseidon north cardinal lateral pillar buoy with top mark	Q
Number Twelve	12	12°29.195'S 130°52.430'E	Sealite Poseidon 1750 Red plastic pillar buoy	Fl(2)R.5s
Number Thirteen	13	12°28.775'S 130°50.410'E	Sealite Poseidon plastic green starboard buoy with top mark.	Iso.G.2s (synch)
Number Fourteen	14	12°29.679'S 130°52.939'E	Sealite Poseidon 1750 Red plastic pillar buoy	Fl(4)R.10s
Number Fifteen	15	12°28.960'S 130°51.530'E	Sealite Poseidon plastic green starboard buoy with top mark	Iso.G.2s
Middle Arm 1	MA-1	12°28.792'S 130°48.745'E	Tideland green plastic starboard lateral pillar buoy with top mark	IsoG.2s (synch)
Middle Arm 2	MA-2	12°29.342'S 130°49.443'E	Port lateral pillar buoy with top mark, Sealite Nautilus.	IsoR.2s (synch)
Middle Arm 3	MA-3	12°30.325'S 130°49.530'E	Starboard lateral pillar buoy with top mark, Sealite Nautilus.	IsoG.2s (synch)
Middle Arm 4	MA-4	12°30.733'S 130°50.509'E	Port lateral pillar buoy with topmark. Sealite Nautilus	IsoR.2s (synch)
Middle Arm 5	MA-5	12°31.329'S 130°50.070'E	Starboard lateral pillar buoy with top mark, Sealite Nautilus.	IsoG.2s (synch)

# DARWIN PORT BUOY MAP

## APPROXIMATE POSITION OF BUOYS

