



# Logistics

## Entry System

You can update your entry details by logging onto TopYacht

[https://www.topyachtsoftware.com/db/aus/entry\\_menu.php?EventID=159](https://www.topyachtsoftware.com/db/aus/entry_menu.php?EventID=159)

Please check and update your entry details before you arrive – it will speed up your registration process.

## Arrival

### By water

If you are going to sail from Pittwater after Nationals, please check in with Marine Rescue on VHF Channel 16 as you depart and check in again as you enter Sydney Harbour. Sail in convoy if you can.

There will be trot moorings available at RSYS from Tuesday afternoon. Please pick up the trot corresponding to your bow number – bow numbers are set out in the table on the last page. Odd numbers bow in, even numbers bow out. Put your fenders out.

### By road

#### RSYS

The best way to get an Etchells on a trailer into RSYS is by approaching down Peel Street from Carabella Street and using the southernmost (uphill) entry on Peel Street – the turn from the downhill side is very tight and should not be attempted.

We will have a volunteer at the gate and if you arrive when the hardstand is full, he (she) might direct you to proceed to Milson Park (marked on attached map) for temporary parking, where another volunteer will tell you where to park and when room becomes available on the hardstand.

We have limited room on the hardstand and once you have parked your trailer, we will ask you to detach your trailer and to remove your tow vehicle from the hardstand immediately. Please rig your boat as quickly as you can and we will either put it on a cradle or in the water.

We will tow your trailer to Milson Park where it can stay for the week. We will run a tender service to Milson Park so you can access your trailer box, or if you prefer you can detach your trailer box and leave it on the pontoon near your boat.

Here is a map showing The RSYS and Milson Park:



and another showing the detail of the RSYS:



## Legacy Marina

We have arranged for the use of the cranes at the Legacy Marina Facility at Rushcutters Bay – see map below. No facilities are available for trailer parking - you can bring it to Milson Park near RSYS.



Terms of use of the Legacy Marina are::

1. Operation of the crane is restricted to suitably trained personnel. (We will have an authorised crane operator on site Thursday 0800 -1800 / Friday 0800 to 1530. Outside these hours, crane operator with access gate and crane key will be available at one hour's notice to [mthackray@pb.com.au](mailto:mthackray@pb.com.au) / 0403 040 880).
2. The price of launch and retrieval is \$55 inc GST per boat. Our operator will take your details and ask you to pay at registration.
3. No boats or trailers to be stored on the hardstand or the adjacent pontoon / marina. The facility is to be used for launch and retrieval only.
4. The hardstand cranes will not be available for use by Etchells from 15:30 on Friday 17/02/12 to 16:30 on Saturday 18/02/12 to avoid conflict with existing users. Similarly the following weekend from 15:30 on Friday 24/02/12 to 16:30 on Saturday 25/02/12 the cranes will be unavailable for use.

If you need a tow to get to RSYS, please advise our crane operator who will arrange it.

## At RSYS

Each berth has a number next to the mooring cleat. Please use the mooring corresponding to your bow number – we'll tell you your number soon. Odd numbers bow in, even numbers bow out.

If you have a coach boat, please moor it bow in next to your Etchells (assuming it is not Queen Mary size).

Please paddle out of and into the pond – 74 Etchells under sail in the pond does not bear thinking about.

We have sufficient cradles to hold approximately half the boats. We will allocate a cradle for you to share with another boat. If you have an even bow number, you can get your boat onto the cradle up to 1pm each day. If your bow number is an odd number, you can use the cradle after 1pm. You can negotiate with your cradle partner if you want to vary the hours. Road arrivals will have priority use of the cranes as determined by our Volunteer Operator.

The cranes must be operated only by local volunteers – please do not operate the cranes yourself. The RSYS requires that all non-local boats use RSYS provided slings. We will fit and remove the RSYS slings for each lift. Please remove your own slings.

### Registration

Registration will be available from Thursday 16<sup>th</sup> to Sunday 19<sup>th</sup> February between 1000 and 1600 hours. For those arriving early, there may be an opportunity to register on Tuesday 14<sup>th</sup> or Wednesday 15<sup>th</sup> February. At registration, you will need to observe the following requirements:

- You will be required to produce an original current Measurement Certificate for the boat whose sail number you will be using during the Championship.
- If you are using a hull that has a different number to the sails you will be using, you will be required to produce the original current Measurement Certificate for that hull.
- You will be required to produce the original Sail Measurement Certificate with the sails you are presenting for use during the Championship properly recorded.
- You and each member of your crew will need to be current financial members of the IECA. Please note that northern hemisphere competitors will be required to be financial members for the 2012 year which began on 1 January 2012. 2011 membership will not suffice.
- You and each member of your crew will need to present a valid membership card or certificate, or other satisfactory evidence of identity and membership of his/her Member National Authority. For Australian competitors, evidence will be a current Yachting Australia membership card and for overseas competitors it will be a card or other evidence from your respective Member National Authority.
- You and each member of your crew will be required to produce evidence of your ISAF Competitor Classification Code. If you intend competing for the Corinthian Trophy, you and all your crew will need to be ISAF Classification Group 1.
- You will be required to produce evidence of current insurance cover valid in Australia for the duration of the Championship as detailed in the Notice of Race.

### Measurement

You will receive all necessary measurement forms when you register.

Please note that all sails need to be already measured and on the boat's sail certificate prior to registration in accordance with Championship Rules Appendix A Rule 9A. We will not have facilities to measure new sails and enter them onto sail certificates.

## **At Royal Prince Alfred YC (prior to the Nationals)**

We would like to measure and weigh as many boats entered in the Worlds as possible at RPA prior to Nationals. This will ease the workload for Denis Heyward (Chief Measurer) once we get to Sydney and will also be a good thing for you to get out of the way.

If you are asked and it is feasible, please make your boat available and prepare it.

## **At RSYS**

For each of the inspections (hull, weighing, sails and safety), we will prepare a blank schedule which will be posted on the Regatta Notice Board. Please enter the times you would prefer for each inspection, and we will try to accommodate your preferences.

Please give yourself sufficient time to get your boat measured and, if you wish, to enter the practice race on Sunday – 20 boats turning up on the last afternoon, all expecting to be measured, would provide us all with a bit of a headache.

## **Racing**

### **TracTrac GPS Units**

We will have live GPS tracking of all boats and this means you must carry a Trac Trac unit on your boat. We will set up desks so that you can pick up your unit on the way to your boat and drop it back in the evening for re-charging.

### **Lunches**

You can order and pay for lunches for each race day when you register. You will be able to pick up lunches from the dining room each morning.

### **PFDs**

Be aware that all crew must have and wear at all times whilst afloat a PFD Type I or AS4758 PFD (minimum level 100) or equivalent overseas standard – see NOR Amendment No 1 which has been posted on the Worlds website - <http://www.etchellsworlds2012.org/calendar/docs/91a.pdf>

We will have a limited number of PFD Type I available for sale at registration.

## **Post Regatta**

### **RSYS**

After the regatta, interstate and overseas boats will have first priority for retrieval and packing up, followed by local non-RSYS boats. If you want to be hauled out after the last race, please pick up a trot mooring on the inner pontoon – we will pull boats out in order starting with the boat nearest the cranes.

If your berth was on the inner pontoon and you plan to get your boat out the next day, please find a vacant mooring on the outer pontoon.

We will stop hauling boats out of the water at 6.45pm so that all crews and volunteers can attend the prizegiving. We will have volunteers ready to haul boats out from about 9am on Sunday morning.

If you are going to attend the prize giving or otherwise are not going to pack up your boat immediately, please leave the boat in the water until you are ready. If we see boats unattended for any lengthy periods, we will put them back in the water.

We will bring your trailer from Milson Park as you come out of the water. Note that you **MUST** have your boat name on your trailer so we can identify it.

Unfortunately, you cannot move your boat off the hardstand with the mast up so please pack it up and ready to get it off the hardstand immediately so others can come out. We will also tow your boat and trailer back to Milson Park, from where you can retrieve it.

## Towing

To get out to the race area you will need to be towed. You can sail out, but during a typical summer day, the sea breeze only comes in around the middle of the day and you might find yourself stranded.

1. **Regatta Time:** If you want to synchronise your watch, ask at the Sailing Office for a time check.
2. **Tow Times:** We will have several tow boats, leaving over a 30 minute period, commencing at 0930. The final tow boat will leave at 1000. We suggest you have your boat in the water with your crew aboard and ready to pick up the tow soon after 0930 to make sure you get a spot and are not left looking at a full tow rope on the last tow boat.
3. **Sails:** It is best to leave your sails down on the tow, although it will save time at the other end if your sails are on the boom and forestay, ready to hoist. Tie your main down.
4. **Radio:** Have your radio on the regatta frequency so you can hear the tow boats.
5. **The Tow Boats:** The tow boat driver is piloting a powerful boat and is waiting for you to hook up to the tow line as quickly as possible. The tow boat may move slowly ahead to maintain steerage.
6. **Tow lines:** Tow lines are made of floating line with short sub-lines spliced into it. Each tow line can accommodate up to 20 Etchells – 10 each side. Each sub-line takes one Etchells, alternating each side of the main line.
  - a. **Tow Boat Line A:** Tow Line A has short lines spliced into it, which you tie around your mast. **YOU DO NOT NEED YOUR TO USE YOUR OWN TOW LINE.**
  - b. **Tow Line B:** Tow Line B has short loops along its length through which you need to thread your tow line. Tie one end of your tow line to your mast, pass it through the loop and take a couple of turns around the mast with other end so that the tow line loop is about two metres in front of your bow.
  - c. **Rigging:** Make sure you pick up your tow line on the same side of your fore stay as the tow line. **DO NOT USE YOUR BOW RING.** It is best to use a double turn around the mast then back to a cleat in case you need to untie from the tow in a hurry. Once you are tied on, and before the tow boat leaves the harbour, hold on to your tow line near the main line. Protect your rudder from the tow boat line that trails aft by laying it across your transom. It's a continuous job.
7. **Driving (Part 1):** Once the tow is up to speed and all lines paid out, please pay careful attention. Drive in a straight line, and try to keep about 2 m or 1 BOAT WIDTH between the boat and the tow boat line. The last boat on the tow line should be about 1 boat length outside the prop wash from the tow vessel. It's often a good idea for the tow driver to **NOT** be the person who steers during the race (it is tiring...).
8. **Driving (Part 2):** The driver's job is to keep the tension on their tow line and the boat speed constant. The driver does this by heading up to the tow line to ease tension (to slow) and bear away from the tow line to add tension (speed up) with each wave, or tug from the tow boat. Resist the temptation to constantly bear away from the tow line as this will pull

the tow line away from its straight line and impose on the boats at the front of the tow. If you are tied to the end of the line, when going around tight corners (anchored boats or docks), be aware that you may have to steer away from the corner to allow room for the 'inside' boats to pass the corner.

- 9. Emergency: (Part 1)** If your tow line breaks, steer AWAY from the tow boat line.
- 10. Emergency: (Part 2)** If a boat in front of you comes off the tow, steer INTO the tow boat line.
- 11. Emergency: (Part 3)** If tow boat driver needs to stop the tow boat you will need to do your best to slow your boat and avoid other boats. Keep a paddle handy at all times
- 12. Arriving at the Course:** When the tow boat arrives at the drop off area (probably inside South Head), the tow boat will slow to minimum speed (not stopped) until all boats have dropped. Watch out for boats dropping their tow lines in front of you. As you drop off the tow line steer AWAY from it. If the speed of the tow boat is slow take tension on the tow line to give you momentum to leave the tow line and hail the boat behind you
- 13. Going Home:** If it is really light, a tow home may be necessary. Get your tow line out, stay near the RC boat or near other Etchells. Please note if you have a non-stretch rope as a tow line you will be declined.