



Tranmere Sailing Club
& Liverpool Yacht Club Alliance
94th Midnight Race
1907 – 2014

Under the Burgees of: Tranmere Sailing Club & Liverpool Yacht Club

Date of Race: Friday 6th June 2014

Start Time: 17.00 UTC First Timing Signal at 16:50 (18.00 & 17.50 BST)

Time: All times are in UTC unless stated.

Skippers Briefing

A skippers briefing will be held at 1400 UTC (1500 BST) in Liverpool Marina bar. At least one representative from each boat **must** attend this briefing.

Signing on

The Race office will be located in the Liverpool Boat Sales brokerage office (0151 708 0839) in the lobby of the Liverpool Marina Building. The office will be open from 1200 BST. Please register your intention to race and hand in your race fees (if applicable), completed shoreside contact and crew information forms here, before the skippers briefing if possible.

Starting System : All Classes

16.50 - Timing Signal - one sound signal

16.55 - Warning Signal - Class Flags broken out & one sound signal

16.56 - Preparatory Signal - Flag P broken out & one sound signal

16.59 - One Minute Signal - Flag P lowered & one long sound signal

17.00 - Start - Class Flags lowered & one sound signal

Tides Liverpool 06/06/14: HW 17.06 UTC 7.3m

Race Director: Bobby Nightingale Mobile No. 00 44 7860400834 & Channel M (37) (Contact at Douglas)

Race Officer Liverpool Richard Booth Channel M (37) Mobile No: 07802 929729

Start Line: This will be marked by two orange transits, one on the flag pole of the Liverpool International start line and one on the railings on the wall below through to the South Corner of the Woodside Ferry Landing Stage. (See Chartlet).

Courses:

The choice of course will be announced at the Skipper's Briefing.

1. Course 1. Starting on the South side of the start line, then Channel course via Crosby & Queen's Channels then to Douglas. All channel buoys south of Brazil buoy plus Crosby and Formby Floats are not marks of the course. All other channel marks to a line between and including Q1 & Q2 are marks of the course. Douglas: the No 1 Starboard channel buoy shall be left to Port. (See chartlet).
2. Course 2. Starting on the North Side of the line, Pluckington to Port, Dingle to Port, Dukes to Port then Channel course via Crosby & Queen's Channels then to Douglas. All channel buoys south of Brazil buoy plus Crosby and Formby Floats are not marks of the course. All other channel marks to a line between and including Q1 & Q2 are marks of the course. Douglas: the No 1 Starboard channel buoy shall be left to Port. (See chartlet).
3. Course 3. An alternative course announced at Friday's skippers briefing.

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.

Finish Line:

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

Time Limit:

The time limit is 30 hours from the start.

Finishing Douglas Harbour

Yachts **MUST** request permission to enter the Fairway or Harbour from the "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.

Distance: Course 1 Approx 71 NM, Course 2 Approx 75NM

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

Dangers

- Dukes Buoy is in close proximity to the start and care should be taken of the shallows between Dukes and the Liverpool Shore.
- It is not recommended to sail outside of the line of the channel buoys in the vicinity of the revetment walls.
- A listening watch on VHF ch16 & ch12 (Within Mersey Channel) is **mandatory**.
- Morecambe Bay Gas Fields and Offshore installations may yield exclusion zones. Guard ships will also be present and COL Regs and Navigational rulings must be obeyed.

NOTES:

1. 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).
2. The time of crossing the finish line should be carefully noted and entered on the declaration card, which must be signed by all crew -
3. Navigation lights shall be illuminated between Sunset and Sunrise.
4. To assist the Race Officer, during the hours of darkness, when in the vicinity of the finish line, sail numbers must be clearly illuminated by a high intensity lamp or white flare. Vessels finishing in the dark will be acknowledged by a searchlight (4 flashes morse H) aimed at the finishing boat.
5. Yachts should communicate to the Race Officer on Channel M (37) when 3 miles from the finish and shall confirm their sail number when finishing.
6. Race Control will be using Channel M (37) at Liverpool and Douglas.

ALL YACHTS MUST COMPLY WITH ISAF OFFSHORE SPECIAL REGULATIONS AND RORC PRESCRIPTIONS.

GENERAL CONDITIONS

1. APPLICATION

1a. These General Conditions have been written to provide both rules and information in a logical way. In interpreting General Conditions it shall be understood that the words “shall” and “must” are mandatory, and the words “can” and “may” are permissive.

2. RESPONSIBILITY and LIABILITY

2.a Risk Statement

RRS 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 omission;
- (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) 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 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.

2b. The owner will be held jointly responsible for the conduct of his/her crew before, during and after a 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.

2c. 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".

2d. The Race is designated Category '3' under the ISAF Offshore Special Regulations with life raft with RORC prescriptions as detailed in Appendix 1 of the RORC Notice Of Race 2014.

<http://www.rorc.org/downloads/images/documents/notice-of-race/2014-rorc-notice-of-race.pdf>

2e. 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**

2f. Scrutinising: Yachts may be scrutinised before the start and/or after the finish of the Race. A display of basic safety equipment is requested in the lock from all vessels - details to be confirmed in the briefing.

3. ENTERING The Isle Of Man Midnight Race.

3a. ELIGIBILITY

The race is open to yachts which comply with the rules and regulations described in these General Conditions and which are crewed by an adequate number of experienced personnel who are physically fit to face bad weather. However, no person may race contrary to the terms of a ban imposed by the RORC or a national authority.

3b. INSURANCE

Yacht owners/competitors shall ensure that they are adequately insured against loss, damage or injury to persons, yachts and equipment at any time. Therefore third party insurance of £3,000,000 must be effective from the arrival at the start area to clearing the finish line.

3c. RACE ENTRY FORM

A yacht shall enter the Race on the official race entry form and return the form with the race entry fee and a copy of the rating certificate to the name and address given.

Bluepoint Marine Services Ltd, Boatyard, South Ferry Quay, Liverpool L3 4BP

3d. RATING CERTIFICATE

A copy of this should be supplied to the Race Committee.

3e. RACE ENTRY FEE AND LATE ENTRY FEE

One race fee shall apply, irrespective of size of yacht, namely: £30.00

Entries must be received by no later than 30th May 2014 otherwise a late entry fee of £50 will be payable. Entries received less than 24 hours before the start will be accepted only at the discretion of the Race Committee.

3f. CANCELLATION OF RACE ENTRY

No race entry fees, including late entry fees, will be refunded.

3g. MONO-HULL YACHTS - MINIMUM SSS NUMBER

The race is only open to mono-hull yachts with a minimum SSS Number of 20.

4. BEFORE A RACE

4a. SAILING INSTRUCTIONS, LIST OF ENTRIES

The provisional sailing instructions are included in this pack. A master list of entries will be maintained by the Race Officer at race control.

4b. DECLARATION FORM

The declaration form must be signed by all crew members and should be deposited as soon as possible with the race officer in Douglas. This will be available from the race office. If this should prove impossible, the declaration form must be posted to the name and address on the form to arrive no later than the last post on the Saturday following the finish of the race. A yacht for which a declaration is not made will not be classed as a finisher until the declaration form is received. It is the owner's responsibility, or his/her representative, to ensure that the declaration form is lodged.

4c. RATING CERTIFICATE ON BOARD

Every yacht racing shall have on board a current and valid signed copy rating and/or class certificate for the class/classes in which she is racing.

4e. CREW LIST, SHORESIDE CONTACT

Crew List and Shoreside contact forms are available from the race office and race webpage. It is mandatory that one form be completed and handed to the person staying ashore who has been nominated by the yacht as the primary shoreside contact. This person will be contacted by the Race Office during the race if necessary and should be available through 24 hours - therefore a business number is usually not sufficient. In an emergency the primary shoreside contact should act as the link with the Race Office on behalf of all the crew.

The second Crew List Form must be completed and handed to Race Control when signing on.

4f. CLASS FLAG

The appropriate numeral pennants shall be prominently displayed from the backstay in accordance with class splits TBA prior to race start.

5. RULES AND REGULATIONS : CONDUCT OF RACE

5a. RACING RULES AND REGULATIONS

This race is run under RRS and RYA Prescriptions, these General Conditions, The ISAF 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)

5b. RULE INFRINGEMENTS AND PENALTIES

If the Protest Committee considers that a breach of rules has been committed, it may:

- a. Disqualify the yacht, or
- b. 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.
 - ii. 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 (Trash Disposal) is at the discretion of the Protest Committee (DPI) and may be less than disqualification.

5c. ALTERNATIVE PENALTIES : PREMATURE START

If prevailing weather conditions prevent a yacht from returning to the pre-start side of the start line, she can do so by using her 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.

5d. VHF AND RADIO COMMUNICATION

Sailing Instructions ask 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.

5e. 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.

5f. REPORTING IN SEVERE WEATHER

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

- i. 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.
- ii. 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 16.

5g. SELF-STEERING

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

5h. 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 shall apply a penalty of 10% (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 b. 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.

5j. 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.

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

5k. 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.

6. THE RACE COMMITTEE - AND ITS ACTIONS AT A RACE

6a. RACE COMMITTEE

The Race Committee is the Committee of the Tranmere Sailing Club / Liverpool Yacht Club

6b. VHF RADIO

The Race Committee may broadcast information to the fleet on Channel 37 at the start and finish. Yachts are strongly advised to monitor Channel 12 with a loudspeaker on deck until clear of Q2 and thereafter channel 16/37.

A yacht may without infringing RRS 41 (Outside Help) request and receive repetition of information broadcast by the Race Committee.

6c. STARTING SIGNALS

Will be in accordance with RRS 26.

When flags are hoisted (instead of being broken out) the instant of the signal shall be when the flag hits the top of its travel.

6d. INDIVIDUAL RECALLS

If a yacht is over the line at the start and fails to respond to the recall, will be marked OCS. See 5c above

6e. GENERAL RECALLS

General recalls shall be as RRS 29.2 except that the warning signal for a new start shall be made one minute after the First Substitute is lowered.

6f. CODE FLAG 'L' - (CHANGES RRS - RACE SIGNALS)

The display of code flag 'L' by the Race Committee will mean that a written change has been issued to Sailing Instructions. Changes will be numbers 1,2,3 etc. and pennant '1', '2', '3' displayed close up to 'L' will indicate the latest change. When code flag 'L' is displayed it shall be the responsibility of each yacht to satisfy herself that she is familiar with the change. A written copy of the change may be obtained from the Race Committee. When possible the Race Committee will broadcast the change or summary on VHF Channel 37 (see 6b. above).

7. AFTER RACE - DUTIES AND ACTIONS OF YACHT AND THE RACE COMMITTEE

7a. WRITTEN DECLARATIONS

Each yacht shall complete a Declaration Form and submit it to the Race Committee as soon as possible after the race. Every member of the crew shall sign the Declaration Form. Failure to comply with this rule may result in the yacht being excluded from the results. When a yacht retires from the race she shall write the reasons on her Declaration Form.

7b. REPORT TO RACE COMMITTEE

When after the race a yacht cannot promptly deliver to the Race Committee the written Declaration Form (in which case she shall send it) she shall, without delay, orally confirm to the Race Committee that she has finished racing, giving the time of finishing. When direct contact with the Race Committee is impossible (telephone numbers and VHF channels are given in the Sailing Instructions) a message may be given at any time under the Codeword "Midnight Race" to HM Coastguard via Channel 16.

7c. RACE RESULTS

Provisional race results will be available from the Race Officer as soon as possible after the finish of the race. The final results will then be mailed to each entrant as soon as possible after the race.

7d. PROTESTS (See RRS 61.2)

- i. May be written on plain paper
- ii. Shall preferably be lodged at the Race Office in Douglas within three hours of the finish of the protesting yacht, or sent to:
Annie Farrell, 56 Navigation Wharf, Liverpool, L3 4DN **to be received by no later than Saturday 14/6/2014**
- iii. Protests about ratings shall be accompanied by a deposit of £10 and shall be lodged with the Race Committee before the start.
- iv. The Protest Committee shall convene at Liverpool Marina on Wednesday 17th June 2014. All Protesters and Protestees will be notified in writing of the time and location of the Protest Hearing and will be sent a copy of the protest lodged.

8. POINTS AND SCORING SYSTEMS

8a. LYC

Places will be awarded on Corrected Time or speed as appropriate, i.e.

* Best corrected : 1st place

* 2nd best corrected : 2nd place

etc.

8c. ISORA

Will publish to competitors their own results.

9. PRIZES

9a. PRIZES

Grand Challenge Cup	Winner overall
1894 Cup	I.R.C. Class 1
Milburn Tray	I.R.C. Class 2
Puffin Cup	I.R.C. Class 3
Tod Trophy	Venture Class
Darthula Vase	First T.S.C/L.Y.C yacht not winning another prize.

9b. PRIZEGIVING

The prize giving will take place at 2100hrs on Saturday 7th June 2014 Douglas Bay Yacht Club.

9c. TROPHIES

The interpretation of the term of award for any trophy will be made by the Race Committee whose decision is final. When no yacht has qualified to win a particular trophy the Race Committee may, at its discretion, award it otherwise. The Joint Race Committee holds the winners of trophies responsible for all damage or loss and strongly recommends that winners take out adequate insurance. Winners are also liable for all return carriage costs.

APPENDIX A

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.

Start Line



Finish Line



