



COMBINED CLUBS 2022–23 SAILING COMMUNICATION TO CLUB MEMBERS AUGUST 2022

It is with great pleasure that on behalf of the Combined Clubs I present an overview of the final 2022-23 sailing program for your consideration.

The Combined Clubs arrangements are formalised under the terms of a Memorandum of Understanding between the clubs with this document providing an important reference to help guide the development of an in common sailing program. The Combined Clubs Committee (CCC) consists of the Vice Commodores from each of the partner clubs and is chaired by each club on a yearly rotating basis. This year, the Bellerive Yacht Club assumes the role of CCC chair.

The CCC is directly supported by the Combined Clubs Work Group (WG) consisting of the Sailing Manager, or equivalent, and a key volunteer from each club. This working group acts on behalf of the CCC, representing the views of their respective sailing committees and members.

I am very pleased, on behalf of the Combined Clubs, to provide you with the final 2022-23 schedule of races and events, found at the link <https://byc.org.au/racing/sailing-calendar/>. Whilst I provide some specific detail following, I strongly would encourage you to engage with your respective sailing office should you have any queries.

OPENING DAY AND SAILING PROGRAM

The season is set to formally commence on the 1 October 2022 with Opening Day festivities hosted by the Royal Yacht Club of Tasmania. Separate instructions for this will be published and distributed closer to the event.

The full program for the 2022-23 season, inclusive of racing and cruising events, is available at the link above or on the website of each of the Combined Clubs.

COMBINED CLUBS SUMMER PENNANT

Responses from the surveys, confirmed by general discussion amongst potential participants, indicated overwhelming support for the continued scheduling of 5 long races and 5 harbour race days over the course of the season. To that end the 2022-23 season will incorporate a similar schedule of races to the previous year, inclusive of 5 long races and 5 harbour race days.

The Combined Clubs identified there was less satisfaction amongst competitors with the arrangements surrounding the awarding of pennants. This year the Combined Clubs will not award pennants based on the combined scores of the harbour and long series but will award separate pennants for each series. Additionally, the Combined Clubs, received very clear feedback from a number of division 4 competitors, that they did not want to sail multiple races, nor short windward leeward races on harbour race days. As a result of this feedback, it is intended that on Harbour race days, division 4 competitors will be predominantly be sent on a single harbour passage race around the river.

COMBINED CLUBS WINTER PENNANTS

The Combined Clubs Winter Pennant series, having been trialled for several years as a consequence of COVID-19, will be discontinued and replaced with a standalone BYC series and a joint RYCT/DSS series.

MEASUREMENT RATING

The CCC understands that over time competitors develop a favourite or preferred measurement rating system with this preference shaped by a number of factors including personal views, national and international trends and acceptance, the robustness and governance of a rule and associated costs, amongst other things.



Over the last several years in Australia there has been a significant move towards ORC Club as a cost-effective preferred measurement rating system, particularly in the significant yacht racing regions of Melbourne and Sydney. In Sydney clubs are adopting ORC Club certification in parallel with IRC whilst in Melbourne clubs are adopting ORC Club certification in parallel with AMS.

ORC is a measurement system that differs from others in that it uses computer software called a Velocity Prediction Program (VPP) to calculate theoretical speeds for a boat in various wind conditions, allowing a handicap, or a range of handicaps, to be developed accordingly.

The ORC rule is supported by peak sailing bodies internationally and engages professional personnel leading to robust research, rule development, education and governance. Importantly, ORC is an open rule meaning there is total visibility of every boat's rating certificate to any competitor

Following review of the Combined Clubs survey, including comments made there-in, combined with ongoing discussions with owners, the Combined Clubs will this year trial ORC Club as an alternate measurement rating system, alongside IRC and PHS in 2022-23. As a consequence, AMS will not be offered for Combined Clubs events.

As an owner you will need to do very little to gain an ORC Club certificate. The Combined Clubs Work Group will facilitate transfer of data from your existing rating certificates, will arrange for a measurer to gain some additional measurements and will pay for your certificate. The Combined Clubs will be conducting an information evening at 7:00pm on Tuesday 23 August 2022 at the Royal Yacht Club of Tasmania or via Zoom as follows:

Join Zoom Meeting

<https://us06web.zoom.us/j/81932949189?pwd=ZDRsWmZnYUdxVzYzRzZlJN0tRQTO9>

Meeting ID: 819 3294 9189 - Passcode: 498792

INDIVIDUAL CLUB PENNANTS

Each club will continue to determine its own eligibility rules for awarding club pennants but will continue to act under the established participation principles which have served the Combined Clubs very well.

TWO HANDED LONG SERIES

The increasingly popular Two-Handed Long Race Series has been retained in this year's calendar with four (4) Sunday race days in the new year retained.

REGATTAS

The Combined Clubs encourages owners from all clubs to support the following regatta's:

– Pipe Opener Series	DSS/KYC	16–18 September 2022
– Channel Challenge	DSS/KYC	13–15 January 2023
– Crown Series Regatta	BYC	24–26 February 2023
– Women's Keelboat Regatta	BYC	4 March 2023
– Port Cygnet Regatta	RYCT/PCSC	10–12 March 2023
– Barnes Bay Regatta	DSS/KBC	1 April 2023

COMBINED CLUBS MIDWEEK SERIES

The Combined Clubs Midweek Series continues to be very popular and the racing format will remain unchanged for the 2022–23 season. This means there will be four (4) series including the winter midweek series.



COMBINED CLUBS OFFSHORE SERIES

The Combined Clubs Offshore Series will again be conducted extracting scores from the following category 3 races:

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| – BYC Overnight Race | 19 October 2022 |
| – RYCT Maria Island Race | 11 November 2022 |
| – DSS Two Capes Race | 26 November 2022 |
| – RYCT Bruny Island Race | 11 February 2023 |

We would like to remind competitors intending to compete in category 3 (or higher) races that effective from the 1 January 2022, Australian Sailing special regulations requires that a keel and rudder inspection is undertaken and certified by a suitable qualified person.

CREW DECLARATION

Also effective from 1 January 2022 the Australian Sailing prescription to RRS 46 changed to now require that all crew are members of a club affiliated with Australian Sailing. This can be achieved by way of club membership or by Sailpass. Each of the Combined Clubs continue to offer Sailpasses, free of charge, for up to six (6) occasions in a season.

A crew declaration for each Combined Clubs race will continue to be a requirement during the 2022-23 season. Your cooperation over the last 2 seasons attending to this very important function has been appreciated very much.

HOBART SHIPPING

We share the River Derwent with numerous stakeholders but most particularly commercial shipping. We understand that following an absence of 2 years due to COVID-19, cruise ships will again use Hobart as a cruise destination. This season, we are advised, there will be 76 cruise ships into Hobart, berthing at Macquarie Wharf. This is a significant increase in shipping volume and something our race management teams will need to be very mindful of when setting race courses and our competitors need to be mindful of when competing.

I wish to remind everyone of our collective responsibilities under the marine Collision Regulations when navigating on the River Derwent, where the Marine and Safety (Pilotage and Navigation) Regulations 2017 apply to every vessel operating in the Port of Hobart.

Importantly, amongst other things, a person in charge of a vessel that is not under pilotage must give way to a vessel that is under pilotage and the master of a vessel, when approaching and navigating in a pilotage area, must cause a constant listening watch to be maintained on the relevant VHF channel used by VTS (in Hobart = Channel 12).

We very much look forward to delivering a diverse and flexible sailing program which will hopefully lead to another successful and safe season of sailing.

Yours in Sailing

Troy Grafton
BYC Vice Commodore
Chair – Combined Clubs Committee