

CHART: TACK TRACKER SOFTWARE MAP BEARINGS: ALL BEARINGS GIVEN ARE TRUE

DISTANCE: ALL DISTANCES ARE IN NAUTICAL MILES

START LINE: AN IMAGINARY LINE EXTENDING FROM THE LIGHT ON THE END OF GELLEBRAND PEIR THROUGH

CHANNEL MARKER 73. THE START LINE EXTENDS .05Nm ALONG THIS LINE EITHER SIDE OF THE

START DATUM.

FINISH LINE: APPROXIMATELY AS FOR THE START LINE

DATUM: A POSITION ON THE START LINE APPROXIMATELY 0.2NM FROM NO 73 CHANEL MARKER.

37°51.734'S, 144°56.008'E

TIME: GPS TIME

ID: CLUB BURGEES MUST BE FLOWN.

SAFETY: CONTESTANTS MUST OBSERVE NAVIGATIONAL RULES AND SPECIAL CARE MUST BE TAKEN AT

TURNING POINTS AND WHEN CROSSING CHANNELS

WEATHER: IN THE EVENT OF INCLEMENT WEATHER, PHONE BEN KOUTOUKIDIS 0487 887 887 AFTER 0800

HOURS ON THE DAY OF THE EVENT.

NOTES:

1. The trial will be conducted using the TACK TRACKER system and in line with the Navrally Rules as adopted by RVMYC November 2013. Copies of the Rules are available from the RVMYC website.

- 2. Checks will consist of a series of imaginary gates positioned along the course. The gate boundaries will be .05Nm either side of the course centre line. The penalty for missing the start gate (if used) will be 100 points. Missing other gates will incur a 50 point penalty. The total penalty incurred for missing gates will be 300 points.
- 3. It is the responsibility of each skipper to make sure their Tack Tracker is switched on and logging prior to starting the event. Tack Tracker usage instructions are available from the Race Committee on request.
- 4. Vessels must be on course and speed 1 cable before the start line. All vessels must keep at least 1 cable clear of the start line unless actually starting.
- 5. Official start time will be 0925 hours. Start times will be emailed to the address supplied on the entry form.
- **6.** It is the responsibility of each skipper to monitor weather conditions and withdraw from the event if at any time they consider their vessel or crew at risk.



7. Keep Clear

Vessels to which this section applies must keep out of the way of:

- vessels with an LOA of 50 m or greater (if in doubt, the Master should assume that the other vessel's length is 50 m or greater)
- a tug or lines boat assisting the movement, berthing or unberthing of another vessel.

Shipping channels and their approaches are areas where the interaction between large ships and small craft can be particularly hazardous. Small boat operators should exercise particular caution in the vicinity of these areas and must avoid impeding the passage of vessels which can safely navigate only within the confines of a shipping channel or fairway.

For further information please call:

CLUB: 9393 2888 OR Ken Warren 0417 509 373

RADIO WATCH: A WATCH WILL BE KEPT ON CHANNEL 16 VHF

EVENT COMMITTEE: KEN WARREN





Rally Course for: Lonsdale Cup 2025

				Cum. Distance		
Course	Rules	Leg Distance (Nm)	Leg Bearing (True)	(Nm)	Latitude	Longitude
Start		0		0	37 51.734 S	144 56.008 E
Turn 1		0.150	138.0	0.150	37 51.845 S	144 56.135 E
Turn 2		0.680	94.0	0.830	37 51.892 S	144 56.993 E
Turn 3		0.400	85.0	1.230	37 51.858 S	144 57.498 E
Turn 4		0.670	140.0	1.900	37 52.370 S	144 58.043 E
Turn 5		0.490	192.0	2.390	37 52.849 S	144 57.914 E
Turn 6		0.580	147.0	2.970	37 53.335 S	144 58.314 E
Turn 7		0.460	260.0	3.430	37 53.415 S	144 57.740 E
Turn 8		0.530	330.0	3.960	37 52.957 S	144 57.405 E
Turn 9		0.540	228.0	4.500	37 53.318 S	144 56.896 E
Turn 10		0.360	172.0	4.860	37 53.674 S	144 56.960 E
Turn 11		0.680	107.0	5.540	37 53.873 S	144 57.783 E
Turn 12		0.610	174.0	6.150	37 54.479 S	144 57.864 E
Turn 13		0.870	221.0	7.020	37 55.135 S	144 57.141 E
Turn 14		1.000	322.0	8.020	37 54.348 S	144 56.362 E
Turn 15		0.760	358.0	8.780	37 53.589 S	144 56.328 E
Turn 16		0.660	7.0	9.440	37 52.934 S	144 56.430 E
Turn 17		0.510	304.0	9.950	37 52.649 S	144 55.894 E
Finish		0.920	5.0	10.870	37 51.733 S	144 55.996 E



