



# Notice to Competitors 5

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*Supplement to Sailing Instructions version 1.20 (published 20<sup>th</sup> February 2018) and previous Notices to Competitors 1-4. This does not apply to competitors North of 15deg South.*

## **Safety Warning**

Due to significant concerns about the forecast track and potential strength of the reformed cyclone Iris off the coast of Townsville, we require that you make appropriate plans to ensure your safety. In accordance with SI 3.3 we instruct that you choose one of the following options.

### **Option 1**

Upon reaching latitude 22S remain east of longitude 155E until the race committee advises otherwise

### **Option 2**

Irrespective of your longitude, do not sail further north than Latitude 23S until the race committee advises otherwise. Competitors should choose a position that suits them tactically (Latitude and Longitude) and record a GPS time (AEST) should they suspend racing, communicating that position and time to the Race Director. Communication skeds must continue at all times. You may choose an anchorage or a mainland marina at your discretion and should you require assistance to find a safe haven, please contact the Race Director.

## **Records**

In order to protect the integrity of the race, competitors may elect to replace any fuel used to travel to/from safe haven and any provisions used while racing is suspended, but must not take on any additional provisions or seek any external assistance. Competitors must log any provisioning (incl quantities) and include this as part of their written post race declaration.

Our intention is to continue racing as long as it is safe to do so. Competitors may need to suspend racing, after which time they will need to return to their recorded suspended position and record a GPS time (AEST) for recommending racing, again communicating that position and time to the Race Director. Results of the race will be based on elapsed racing time.

We have not taken this decision lightly, but our clear priority is competitor safety. Should competitors feel these instructions are injurious to their competitive status, redress remains an option. Should competitors choose a mainland port, there may be some customs implications which we are looking into.

Competitors must immediately acknowledge receipt of the Email notification.