



SECTION 1

SAILING INSTRUCTIONS & SAFETY REQUIREMENT

1. RULES

1.1. THE SAILING INSTRUCTIONS AND PROGRAMME FOR THE 2019-2020 SAILING SEASON, CONDUCTED BY THE DERWENT SAILING SQUADRON, THE ROYAL YACHT CLUB OF TASMANIA AND THE BELLERIVE YACHT CLUB (THE COMBINED CLUBS).

Races will be governed by the rules as defined in the Racing Rules of Sailing (RSS) 2017-2020. All races will also be governed by the Prescriptions and Special Regulations of Australian Sailing (AS).

1.2. ALTERATIONS TO CLASS RULES AND RACING RULES

- 1.2.1. RRS 50.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers
- 1.2.2. Between 2000 hours and 0600 hours local time the International Regulations for Preventing Collisions at Sea shall replace the Rules of RRS Part 2.
- 1.2.3. RRS 52 is changed by adding "Stored power may be used for the operation of sails and movable ballast systems."
- 1.2.4. RRS 63.1 and A5 are changed by adding the following to each "The Race Committee may apply penalties without a hearing to boats which infringe the sailing instructions relating to keeping clear of start and finish lines." Penalties shall be as specified in the sailing instructions.

1.3. BEHAVIOUR

- 1.3.1. A report by a Race Officer (RO) arising from any unacceptable behaviour by a helm or crew person, including voiced criticism of a Club Officer or Official, may result in a penalty being applied. This does not prevent any competitor lodging views in writing, or lodging protests under the rules.
- 1.3.2. Any hearing arising from this clause will be conducted by the Sailing Committee.
- 1.3.3. The principles of the Australian Sailing Member Protection Policy Codes of Behaviour should be followed and in particular:-
 - 1.3.3.1 General Code of Conduct;
 - 1.3.3.2 Administrator (volunteer) Code of Conduct;
 - 1.3.3.3 Sailing Boating Participant Code of Conduct; and
 - 1.3.3.4 Officials Code of Conduct.

1.4. CRISIS SAFETY PLAN

The Combined Clubs have a joint planned procedure that will apply should an emergency occur during a race.

If the RO decides that a situation warrants assistance the RO will direct a previously designated boat, or boats, to the rescue work. A boat acting under RO instructions may display code flag D and must be given complete clearance by all other vessels.

Detailed River Derwent Safety Facilities & Procedures Instructions are detailed at the end of this Section.

2. RESPONSIBILITY AND SAFETY REGULATIONS

All those taking part in Club races do so at their own risk and responsibility. The Conducting Clubs do not and cannot control, diminish or affect the perils of the sea and are not responsible for the seaworthiness of a boat, whose entry is accepted, or the sufficiency or adequacy of its equipment.

Specific attention is drawn to RRS Fundamental Rule 4 that states;

The responsibility for a boat's decision to participate in a race or to continue racing is hers alone.

3.4. ELIGIBILITY OF HELMSPERSON

In all races conducted by any one of the Combined Clubs the boats shall be steered by current members of a club affiliated with Australian Sailing. Owners of boats on the Register of other recognised Yacht Clubs will be deemed Honorary Members.

3.5. CHANGE OF PERSON IN CHARGE

There shall be one Person in Charge nominated for each race on the Entry Form.

Changes of Person in Charge shall be notified before the start of the race affected. Any boat sailing under the Clubs PHS rule which notified a change of Person in Charge may be liable to change of TCF.

3.6. ELIGIBILITY OF CREW

Crew members must comply with the AS Prescription to RRS 46 which states – “any crew member who sails in more than three races in a season shall be a member of a Club affiliated to Australian Sailing and an Australian Sailing card holder (SIN)”.

3.7. ELIGIBILITY FOR IRC AND AMS CLASSES.

Boats shall hold a current valid IRC and/or AMS measurement certificate.

Boats not lodging a current measurement certificate before the first race in a series may be ineligible for series placing.

3.8. ALL OTHER CLASS BOATS

Boats shall comply with Club Handicap Rules, their Class Rules and relevant safety category.

Sailing Committees must be notified in writing of any changes affecting or likely to affect a boat’s performance and the change(s) must be approved before the first race affected by the change.

A boat affected in this way may be liable to a change in TCF.

4. ENTRIES

4.1.1. All entries are to be made on-line or at the office of one of the Combined Clubs.

4.1.2. Entries for all single races close at 1200 hours on the day before the race.

4.1.3. Entries for Winter, Autumn Short Handed and the Combined Clubs Summer Pennant Series close at 1700 hours the Thursday before the first race of the series.

4.1.4. Entries for Midweek Series close 1700 hours on the Tuesday before the race.

4.1.5. Entries for Twilight Series close 1700 hours on the Wednesday before the first race.

4.1.6. Late entries may be accepted at the discretion of the Sailing Committee

5. ENTRY FEES (ALL INCLUDING GST)

5.1. Fees

COMBINED CLUBS’ SUMMER PENNANT SERIES

Series Entry	\$100
Additional Handicap Group	\$30 each
Optional (Non-Member) PHS Pennant Entry	\$50
Additional (Non-Member) IRC and AMS Pennant Entry	\$30 each
Individual Race Entry	\$20
Additional Handicap Group-Individual Race	\$10 each

DSS/RVCT TWILIGHTS

Pre-Xmas Series entry	\$90
Post-Xmas Series entry	\$90
Individual Race Entry	\$15 each

BYC/DSS/RVCT MIDWEEK AFTERNOON

Season Entry	\$200
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Series 1 (Pre-Xmas)	\$80
Series 2 (Post-Xmas)	\$80
Series 3 (Post-Xmas)	\$80
Individual Race Entry	\$15 each

WINTER PENNANT

Series Entry	\$70
Individual Race Entry	\$20 each

5.2. BOATS OWNED BY A MEMBER OF ONE OF THE COMBINED CLUBS

Boats will automatically qualify for entry into their home club's respective class Summer Pennants. Non-members wishing to be eligible for the Summer Pennant for another of the Combined Clubs are required to pay an additional entry fee of \$50 for that club's PHS Pennant, \$30 for that club's IRC Pennant and \$30 for that club's AMS Pennant.

6. NUMBER TO ENTER

For all races five to enter or no race or series. The race committee may accept a lesser number under special circumstances.

7. CHANGES IN SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS

7.1. Any changes will be notified by posting on the conducting club's official Noticeboard, at least two hours before the start of the race to which the changes are to apply. Code flag L will be displayed from the flagstaff on that day. Sailing Instruction amendments from other Clubs may also be displayed.

7.2. Combined Clubs Official Race Notice Boards positions:

7.2.1. Royal Yacht Club of Tasmania: in the window at the south-eastern corner of the Clubhouse

7.2.2. Derwent Sailing Squadron: in the window of the Office adjacent to the Squadron entrance

7.2.3. Bellerive Yacht Club: opposite the Sailing Office

8. SCHEDULE OF RACES

Race dates, courses and starting times are listed in the following sections:

Section 2 Combined Clubs Summer Pennant Series

Section 3 Twilight Series

Section 4 SB20 Summer Pennant Series

Section 5 Midweek Series

Section 6 Autumn Short Handed Series

Section 7 Winter Series

9. RACING AREA

All Category 5 Races will be sailed on the Derwent River within Storm Bay, Frederick Henry Bay or the D'Entrecasteaux Channel. Category 7 Races will be held on the Derwent River and D'Entrecasteaux Channel.

10. SIGNALS MADE ASHORE

Signals made ashore will be displayed on the Club's main flagpole. The identifying flags of the groups, division or classes to which a signal applies may be displayed as part of the signal.

10.1. **FLAG AP, ANSWERING PENNANT** With two sound signals (one sound signal when removed) means 'the race is postponed' – competitors should not leave the shore or marina until it is removed. The warning signal will be made not less than 30 minutes after AP is removed. Flag AP alone applies to all Groups or Classes. When displayed over Group or Class flags, it shall apply to the designated groups or classes only.

11. STARTING AND FINISHING LINES

11.1. After a Warning Signal has been made, boats whose Warning Signal has not been made shall keep clear of the Starting area and of all boats whose Warning Signal has been made. Boats who have finished shall keep clear of the finishing line and boats which are yet to finish.

11.2. Boats shall not sail through any Starting/Finishing line except when starting or finishing correctly or as required by these Sailing Instructions.

11.3. Boats shall not sail through the Starting/Finishing line of other sailing events.

- 11.4. The Starting/Finishing lines referred to in 11.2 and 11.3 shall be designated obstructions in accordance with the definitions of the RRS.
- 11.5. A boat committing a breach of 11.2 or 11.3 while boats are in a starting sequence or finishing on that starting or finishing line, as reported by the Race Committee conducting the start or finish, will be scored DSQ without a hearing. A boat committing a breach of 11.2 or 11.3 when boats are not in a starting sequence or finishing shall be penalised two minutes without a hearing. This changes Rule 63.

12. PROTESTS PENALTIES AND ALTERNATIVE PENALTIES

12.1. LODGEMENT PLACE

Protests shall be lodged at the conducting club's office. Time of receipt should be acknowledged. For Combined Clubs' Series Races, Protests may be lodged at BYC, DSS or RYCT.

12.2. LODGEMENT TIMES SHALL BE AS FOLLOWS:

- 12.2.1. Sections 2, 6 & 7 – Before 1400 hours on the Monday following the race, except that requests for redress under RRS 62.1 (a) by 1800 hours on the Tuesday following the race or hearing as appropriate.
- 12.2.2. Sections 3, 4 & 5 – Protests must be lodged by 1200 hours on the day following the race, except that protests under RRS 62.1 (a) shall be lodged by 1200 hours on the Monday following the race or hearing as appropriate.
- 12.2.3. Official notification to all parties to a protest will be by posting the protests, as received, on the official notice board in accordance with RRS 63.2 and will include the date, time and place of the hearing. Parties to the protests may be advised verbally or by phone, mail, email or fax to numbers listed on the entry form, however non-receipt of such notification shall not be grounds for further protest or redress.
- 12.2.4. Protests lodged by the Sailing Committee or Protest Committee under RRS 60.2 and 60.3 may be lodged not later than 1800 hours, up to the third working day after the event or hearing is completed.
- 12.2.5. Protest will be heard at 1930 hours on the Thursday following the event unless advised otherwise or when applicable at a time to be determined by the Combined Clubs Protest Committee.

PROTEST ARBITRATION – Appendix T of the RRS applies

Appendix T of the Racing Rules of Sailing is altered so the arbitrator may be a member of a Protest Committee in a hearing held subsequent to arbitration, applies to races conducted under the Combined Clubs Sailing Instructions.

12.3. PENALTIES LESS THAN DSQ

Breaches of the following SIs may be subject to a penalty less than DSQ at the discretion of the Protest Committee SI 2.5, 11.1, 14.2, 15 and 19.

13. HANDICAP RULES

- Handicapping will be based on the use of a Performance Based Handicap System (PHS) time correction factors (TCFs) and IRC and/or AMS handicap TCFs when applicable.
- The Race Committee's choice of PHS handicap is final and shall not be grounds for protest.

14. COMMUNICATIONS

- See Clause 19 for details of the communications facilities available.

14.1. OUTSIDE AID – USE OF RADIO

- Except in an emergency or as required by SIs, a boat shall neither make radio transmissions while racing nor receive communications not available to all boats. This restriction also applies to mobile telephones.

14.2. RACE ANNOUNCEMENTS

- The Race Committee will use Channel 14 & Channel 81 (refer to Sailing Instructions for relevant channel) and all boats shall maintain a listening watch. The Race Committee may announce the Class or Group and course at the five-minute warning signal in addition any recall may be announced as may the sail number of any boats OCS at the start. Postponements and cancellations may also be announced as well as shorten or change of course. It is essential that all competitors maintain radio silence during the period from the first warning signal up to the last start, except in genuine emergency.

15. RETIREMENTS

- Any Boats retiring for any reason must report to the Race Committee the circumstances as soon as possible after her retirement.

16. RESULT SHEETS

- Official Provisional Result Sheets will be displayed on the Official Notice Board, as soon as practical following an event.
- The only recognised Official Results will be those posted on the Official Notice Board. Any times or results given verbally or displayed elsewhere or faxed to other Clubs or published in a newspaper or electronically on

a website or similar are for information only, may be subject to correction and are therefore not official and shall not be subject to protest or request or redress.

17. PENNANT CHAMPIONSHIPS AND OTHER SERIES

17.1. ELIGIBILITY

- Only boats entering for all races in the Summer Pennant Series will be eligible for pennant points.
- RYCT Twilight Pennant races will consist of combined RYCT/DSS twilight races held before Christmas while a DSS Twilight Pennant races will consist of the combined DSS/RYCT twilight races held Post-Christmas.

17.2. PENNANT POINTS – AS LISTED IN SAILING INSTRUCTIONS FOR SECTION 2 & 4 OR FOR SECTIONS 3, 6 & 7 DISCARDS ARE AS LISTED BELOW;

- Four races must be completed to constitute a series. If four races have not been completed a resail may be scheduled.
- When four races have been completed, a boat's series score will be the total of her race scores.
- When five or six races have been completed, a boat's series score shall be the total of her race scores excluding her worst score.
- When seven to ten races have been completed a boat's series score shall be the total of her race scores excluding her two worst scores.
- When more than 10 races have been completed a boat's series score shall be the total of her race scores excluding her three worst scores.

17.3. PENNANTS

Shall be awarded on the following basis:

- In Handicap Classes to the boat gaining the least number of points for placings using TCFs
- In One Design Classes to the boat gaining the least number of points for placings across the line
- In IRC/AMS Classes using IRC/AMS allowances
- The Bellerive Yacht Club Pennant will be awarded based on the full series of the Combined Clubs Summer Pennant Series and subject to scoring as described in Combined Clubs Summer Pennant Series NOR 13.3.
- The Royal Yacht Club Summer Pennant will be awarded based on the full series of the Combined Clubs Summer Pennant Series and subject to scoring as described in Combined Clubs Summer Pennant Series NOR 13.3
- The Derwent Sailing Squadron Summer Pennant will be awarded based on the full series of the Combined Clubs Summer Pennant Series and subject to scoring as described in Combined Clubs Summer Pennant Series NOR 13.3
- **OFFSHORE SERIES**

The Combined Clubs perpetual trophy for this season will be awarded to the boats with the lowest aggregate scores in each of the PHS, IRC and AMS divisions of:

- Race 1 (Overnight Race) Pipe Opener Series (DSS)
- Overnight Race (BYC)
- Maria Island Race (RYCT)
- Bruny Island Race (RYCT)

18. PRIZES

18.1. A Prize will be presented to the first boat in each Division/Group or Class in each race, and to the 1st, 2nd and 3rd boat in a Pennant Series.

18.2. In all race series the Club reserves the right to vary the number of trophies based on the number of starters but not less than:

3 to 5	1st
6 to 9	1st and 2nd
10+	1st, 2nd and 3 rd

19. RIVER DERWENT SAFETY FACILITIES AND PROCEDURES APPLICABLE TO EVENTS CONDUCTED BY RYCT, BYC & DSS

On Race days the following safety arrangements apply where boats encounter difficulties that they are unable to cope with due to weather conditions or other circumstances that may require them to be assisted.

EMERGENCY MEETING POINT: Should a boat require emergency medical assistance the PRO will direct boats to a nominated meeting point for emergency services at:

- The Kangaroo Bay Ferry Terminal adjacent to the Waterfront Hotel
- MAST floating dock at King's Pier Marina

- Unless specific alternative arrangements are notified

ADMINISTRATION OF SAFETY – Responsibility for safety strategy afloat will reside with the Officer in Charge of Safety (OICS) who shall initially be:

- **THE MID-RIVER RO OR**
- **THE START/FINISH BOX RO OR**
- **AN OFFICIAL PATROL BOAT (OPB)**
- **CLUB RADIO ROOM**

Officer 1 will assume initial command but may delegate to other stations as above. In the absence of Officer 1 or the inability to communicate Officer 2 will assume command.

STARTING/FINISHING BOX

Castray Esplanade Box Phone: 0477 922 489

Victoria Esplanade Box Phone: 0481 062 449

RADIO ROOM – Individual Club Radio Rooms will be manned on a Club's Race Day except that where these facilities are not available some other means shall be arranged to monitor radio communications.

OFFICIAL PATROL BOATS – OPBS

Patrol Launches – when attending capsized craft, launches may display Code Flag D. This signal requires all boats to keep well clear.

GROUP A

RYCT PATROL BOATS

Robert Nettlefold II, James Mackey, A.F. Gough, Lewis Marine

VHF Channel 16 & applicable Race Channel – see Sailing Instructions Sections 2 to 8.

DSS PATROL BOAT

AK Ward, Neville Smith & Don McKean

VHF Channel 16 & applicable Race Channel – see Sailing Instructions Sections 2 to 8.

BYC PATROL BOATS

Patrol One Phone: 0427 873 743

Patrol Two VHF Channel 16 & applicable Race Channel

GROUP B

The Clubs may appoint a number of boats as Official Patrol Boats in addition to the normal Club vessels. These boats will be included on the handicap sheet posted on the notice board before each race. When these vessels are undertaking official duties they may display Code flag 'D'. Group B boats may be racing but can be used by OICS as and when required and will be equipped appropriately.

GROUP C

Clubs may appoint Radio Relay Vessels (other than competing boats) as OPB's to accompany boats competing in Long Distance Races

OFFICIAL PATROL BOAT EQUIPMENT – Required equipment, in addition to that required by MAST, will be specified and shall include a specially sectorised area identification chart, (Refer Sailing Instructions – Summer Course Card in Section 2A) appropriate radio equipment, green floats for attachment to boats where it is necessary to rescue crews but temporarily abandon the boat. Each OPB Skipper will be responsible to see all equipment is aboard and meets specifications prior to going to sea.

All OPB's will report to OICS on VHF Channel 14 when leaving shore and will record any rescue activities in their log books.

SEEKING ASSISTANCE – a boat seeking assistance may do so by:

1. Use of radio – CALL on Race Channel or VHF Channel 16
2. Displaying a standard distress sheet
3. By a crew member hand signalling by continually raising both arms above the head and lowering to the sides at five second intervals, or a flag or other object on a spar waved from side to side through an arc of 30 degrees either side of the vertical at five second intervals.
4. Use of flares

5. Crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
6. When a boat is in difficulty with its sails lowered, some highly visible article such as an orange or yellow garment should be hoisted on a halyard as an aid to visibility to rescue crew.
7. Use mobile phone to call Starting/Finishing Box
8. Use mobile phone to call Tasmania Police Radio Room 131 444

REPORTING SAFE RETURN – under some circumstances OICS may require all one design boats to report their safe return to shore, in which case Committee vessels will display the Answering Pennant over Code Flag Y and all boats shall report to the race centre as a matter of urgency when reaching the shore.

PERSONAL BUOYANCY – when Committee vessels or starting boxes display Code Flag Y alone with one sound signal before or with the warning signal approved life jackets shall be worn while racing by all competitors. Code Flag Y displayed ashore on the Club’s main flag mast shall mean that approved life jackets shall be worn by all competitors at all times while afloat. See RRS40 and Race Signals.

Approved personal buoyancy shall be worn at all times by “off the beach boats”.

RESCUE PROCEDURE FOR OPB

BOATS CAPSIZE

1. OPB shall report identity and position of capsized boat and may hoist Code flag D while in attendance or towing.
2. Shall when appropriate encourage the boats to regain safe mobility.
3. When boats cannot regain safe mobility the OPB may commence to tow.
4. When it is necessary to take the boat crew aboard the OPB and temporarily abandon the boat a green float shall be attached to the boat.
5. Make reports to OICS as situation changes.

OPB DISCRETION

OPBs shall use their own discretion as to necessary action in rescue operations except when OICS issue specific overriding instructions.

LIFE THREATENING SITUATIONS – in the event of a life-threatening situation occurring, the OICS will instruct a patrol boat to drop an anchor at the last known spot where the incident occurred.

The OICS shall immediately dial 000 and provide succinct information to the Police Radio Room Operator after being transferred by the Telstra operator, sufficient to enable an assessment of the response required to be made and the provision of that response in a timely manner.

The patrol boat shall remain on station until instructed to move by the police.

The OICS shall keep a log of all calls made by phone or radio during the period of the life threatening situation.

The relevant phone numbers for

TASMANIAN POLICE MARINE DIVISION

Are as follows

POLICE RADIO ROOM	13 1444
HOBART PORT CONTROL	6222 6061
TAS MARITIME RADIO	6231 2276

NOTE: when carrying out rescue operations in life threatening situations Patrol Boats shall keep a log showing activities, time, locations etc.