

SECTION 1 – SAILING INSTRUCTIONS & SAFETY REQUIREMENT

1. RULES

- 1.1. THE SAILING INSTRUCTIONS AND PROGRAM FOR THE 2022-23 SAILING SEASON, CONDUCTED BY THE BELLERIVE YACHT CLUB, DERWENT SAILING SQUADRON INC. AND THE ROYAL YACHT CLUB OF TASMANIA (THE COMBINED CLUBS).

Races will be governed by the rules as defined in the Racing Rules of Sailing (RSS) 2021-2024. 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 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
- 1.2.2. RRS 52 is changed by adding “Stored power may be used for the operation of sails and movable ballast systems.”
- 1.2.3. RRS A5.1 are changed by adding the following “The Race Committee may apply penalties without a hearing to boats which infringe the Sailing Instructions relating to keeping clear of starting and finishing lines.” Penalties shall be as specified in 7.5 and 7.6.

1.3. BEHAVIOUR

- 1.3.1. A report by a Race Officer (RO) arising from any unacceptable behaviour by a helm, crew person or support 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 clause 1.3.1 will be conducted by a Protest Committee in accordance with RRS 69.2.
- 1.3.3. The principles of the Australian Sailing Member Protection Policy Codes of Behaviour should be followed and in particular: -
- i. General Code of Conduct;
 - ii. Administrator (volunteer) Code of Conduct;
 - iii. Sailing Boating Participant Code of Conduct; and
 - iv. Officials Code of Conduct.

1.4. CRISIS SAFETY PLAN

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

- 1.4.2. 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.
- 1.4.3. River Derwent Safety Facilities & Procedures Instructions are detailed at the end of this Section.

2. RESPONSIBILITY AND SAFETY REGULATIONS

- 2.1. All those taking part in Club races do so at their own risk and responsibility. The Combined 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.
- 2.2. Specific attention is drawn to Fundamental Rule 3 that states;

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

Owners and/or Persons in Charge are urged to assess their capabilities and those of their crew and boat before entering, starting or continuing a race, particularly for races outside of the River Derwent.
- 2.3. The attention of all persons is drawn to the requirement to be aware of the application of the Marine Safety (Misuse of Alcohol) Act) 2006.
- 2.4. It is recommended that entrants have a Man Overboard procedure that all crew members have practiced.
- 2.5. Boats must report any serious on water incidents to the Race Officer/Race Committee as soon as practical (for example man overboard, collision, grounding or crew injury) and may be required to provide a detailed written report on the incident.
- 2.6. Attention is also drawn to the requirement for boats to keep well clear of vessels under pilotage which will display Code Flag H, especially vessels proceeding through the Tasman Bridge.
- 2.7. All boats taking part in races or other events, shall comply with the AS Special Regulations Race Categories as listed in each Series Sailing Instructions. A boat may be inspected at any time and shall demonstrate compliance with the required regulations.
- 2.8. ANCHORS - No boat is to have an anchor protruding over the bow of the boat while competing in any Club sailing event.

3. ELIGIBILITY AND REGISTRATION

- 3.1. REFUSAL OF ENTRIES - The Race Committee reserves the right to refuse, reject or cancel any entry. An entry or registration is not valid until accepted by the relevant Race Committee.
- 3.2. ELIGIBILITY OF BOATS - Entries for races are valid only from boats which lodge the required 2022 AS Special Regulations equipment audit form at one of the Combined Clubs and for which entry and membership fees have been paid.
- 3.3. INSURANCE - All competing boats are required to have a current Certificate of Insurance for the period of the series including Third Party Liability and Public Liability Insurance of not less than AUS \$10,000,000 (ten million dollars) for any one (1) incident.

- 3.4. CHANGE OF PERSON IN CHARGE - There shall be one Person in Charge nominated for each race on the Online Entry. 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.
- 3.5. NOTIFICATION OF CHANGES AFFECTING PERFORMANCE - The Race Committee 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. All entries are to be made online via one of the Combined Clubs websites.
- 4.2. Entries for the Combined Clubs Harbour Series, Combined Clubs Long Race Series, Combined Clubs Two-Handed Long Race Series and Combined Clubs Midweek Series close at 17:00 on the Friday one week before the first race of the series.
- 4.3. Entries for each clubs Twilight Series close at 17:00 on the Tuesday (BYC) or on the Wednesday (DSS/RYCT) before the first race of the series.
- 4.4. Late entries may be accepted at the discretion of the Race Committee.
- 4.5. QUALIFICATION FOR CLUB PENNANT SERIES
 - 4.5.1. Boats will automatically qualify for entry into their home club's respective Pennants Series.
 - 4.5.2. Non-members wishing to be eligible for the RYCT Pennant Series are required to pay an additional entry fee of \$50 for each of RYCT PHS Pennants, \$30 for each of the RYCT IRC Pennant and \$30 for the RYCT ORC Pennant.

5. CHANGES IN SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS

- 5.1. Any changes to Sailing Instructions will be notified by posting on the official notice board of the host club, at least two (2) hours before the start of the race to which the changes are to apply. Code flag L will be displayed notifying of this change from the host club's flagstaff on that day. Another club may also display Sailing Instruction amendments.
- 5.2. Combined Clubs Official Race Notice Boards positions:
 - 5.2.1. Bellerive Yacht Club: opposite the Sailing Office.
 - 5.2.2. Derwent Sailing Squadron: in the window of the Office adjacent to the Squadron entrance.
 - 5.2.3. Royal Yacht Club of Tasmania: in the window at the south-eastern corner of the Clubhouse.

6. SIGNALS MADE ASHORE

- 6.1. Signals made ashore will be displayed at the clubs involved in the race 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.
- 6.2. FLAG AP, ANSWERING PENNANT with two (2) sound signals 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 with one (1) sound signal 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.

7. STARTING AND FINISHING LINES

- 7.1. 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.
- 7.2. Boats shall not sail through any starting or finishing line except when starting or finishing correctly or as required by the Sailing Instructions.
- 7.3. Boats shall not sail through the starting or finishing line of other sailing events.
- 7.4. The starting or finishing lines referred to in 7.2 and 7.3 shall be designated obstructions in accordance with the definitions of the RRS.
- 7.5. A boat committing a breach of 7.2 or 7.3 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. This changes RRS A5.1.
- 7.6. A boat committing a breach of 7.2 or 7.3 when boats are not in a starting sequence or finishing shall be penalised by having two (2) minutes added to their elapsed time without a hearing. This changes RRS A5.1.

8. PROTESTS PENALTIES AND ALTERNATIVE PENALTIES

- 8.1. For Combined Clubs Series races protest may be lodged at BYC, DSS or RYCT. For other series protests should be lodged at the organising club's office. Protest lodgement times are detailed in the Sailing Instructions for each series.
- 8.2. 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 or email to numbers/addresses listed on the entry form, however non-receipt of such notification shall not be grounds for further protest or redress.
- 8.3. Protests lodged by the race committee or protest committee under RRS 60.2 and 60.3 may be lodged not later than 18:00, up to the third working day after the event or hearing is completed.
- 8.4. PENALTIES LESS THAN DSQ - refer to the NoR for each series.
- 8.5. PROTEST ARBITRATION - Appendix T Arbitration of the RRS applies.

9. COMMUNICATIONS

- 9.1. See Clause 12 for details of the communications facilities available.
- 9.2. OUTSIDE HELP – USE OF RADIO - Except in an emergency or as required by Sailing Instructions, a boat shall neither make radio transmissions while racing nor receive communications not available to all boats. This restriction also applies to mobile telephones.

10. RETIREMENTS

- 10.1. Any boats retiring for any reason shall report to the Race Committee the circumstances as soon as possible after her retirement.

11. PENNANT CHAMPIONSHIPS AND OTHER SERIES

11.1. PENNANT POINTS SCORING

- 11.1.1. Races in a series and races to be scored for a boat's series score are detailed in the Sailing Instructions for each series.

11.2. PENNANTS OR SERIES PRIZES

- 11.2.1. Shall be awarded on the following basis:

- ✧ In PHS Handicap Groups to the boat gaining the least number of points for placings using TCFs.
- ✧ In One Design Groups to the boat gaining the least number of points for placings across the line.
- ✧ In IRC or ORC Groups to the boat gaining the least number of points for placings using IRC or ORC allowances.
- ✧ The Bellerive Yacht Club Pennant will be awarded to Bellerive Yacht Club Members based on races conducted on the following days and subject to on scoring defined in the NoR for the Combined Clubs Harbour Pennant Series and Combined Clubs Long Race Pennant Series races for which BYC is the host club together with race/s on the BYC Sail Day. Members shall enter either the Combined Clubs Harbour Pennant Series, Combined Clubs Long Race Pennant Series, or both pennants, to be eligible.
 - Combined Clubs Long Race Pennant Race Day 1 – 8 October 2022 - BYC
 - Bellerive Yacht Club Sail Day – 29 October 2022 - BYC
 - Combined Clubs Harbour Pennant Race Day 2 – 19 November 2022 - BYC
 - Combined Clubs Long Race Pennant Race Day 3 – 4 February 2023 - BYC
 - Combined Clubs Harbour Pennant Race Day 5 – 18 March 2023 - BYC
- The Royal Yacht Club of Tasmania will award separate Harbour Series and Long Race Series Pennants based on the full series results of the Combined Clubs Harbour Pennant Series and Long Race Pennant Series subject to scoring as described in Combined Clubs Harbour Series & Long Race Series Notices of Race clause 14. RYCT perpetual trophies will be awarded on the Pennant results of the Harbour Series.'
- ✧ The Derwent Sailing Squadron Pennant will be awarded to Derwent Sailing Squadron Members based on races conducted on the following days and subject to scoring defined in the NoR for the Combined Clubs Harbour Pennant Series and Combined Clubs Long Race Pennant Series. Members shall enter either the Combined Clubs Harbour Pennant Series, Combined Clubs Long Race Pennant Series, or both pennants, to be eligible.
 - Combined Clubs Harbour Pennant Race Day 1 – 15 October 2022 - DSS
 - Combined Clubs Harbour Pennant Race Day 1 – 19 November 2022 - BYC

- Combined Clubs Long Race Pennant Race Day 3 – 3 December 2022 - DSS
- Derwent Sailing Squadron King of the Derwent – 2 January 2023 - DSS
- Combined Clubs Harbour Pennant Race Day 4 – 18 February 2023 - DSS
- Combined Clubs Harbour Pennant Race Day 5 – 18 March 2023 - RYCT

11.3. OFFSHORE SERIES

11.3.1. 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 ORC Groups of:

- ✧ Overnight Race (BYC)
- ✧ Two Capes Race (DSS)
- ✧ Maria Island Race (RYCT)
- ✧ Bruny Island Race (RYCT)

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

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 RO 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)

START/FINISH BOX

Castray Esplanade Box Phone: 0477 922 489

Victoria Esplanade Box Phone: 0477 802 774

RADIO MONITORING: Individual Clubs will monitor radio communications on a Club's Race Day.

OFFICIAL PATROL BOATS: 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 for each event.

DSS PATROL BOAT

- ✧ RL Bugg, Neville Smith & Connor
- ✧ VHF Channel 16 & applicable Race Channel and mobile phone 0417 121 575 – see Sailing Instructions for each event.

BYC PATROL BOATS

- ✧ Patrol One, 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 Official Patrol Boats 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 sectored area identification chart, appropriate radio equipment, green floats for attachment to boats where it is necessary to rescue crews but temporarily abandon the boat. Each Official Patrol Boats Skipper will be responsible to see all equipment is aboard and meets specifications prior to going to sea.

All Official Patrol Boats 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:

- i. Use of radio - CALL on VHF Race Channel or VHF Channel 16.
- ii. Displaying a standard distress sheet.
- iii. 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.
- iv. Use of flares.
- v. Crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
- vi. 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.

vii. Use mobile phone to call Start/Finish Box.

viii. Use mobile phone to call Tasmania Police Radio Room 131 444 where it is not an emergency.

REPORTING SAFE RETURN: under some circumstances OICS may require all boats to report their safe return to shore.

PERSONAL BUOYANCY: when Committee Boats or start boxes display Code Flag Y alone with one (1) 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 OFFICIAL PATROL BOAT

BOATS CAPSIZE

- i. Official Patrol Boats (OPB) shall report identity and position of the capsized boat and may hoist Code flag D while in attendance or towing.
- ii. Shall when appropriate encourage the boats to regain safe mobility.
- iii. When boats cannot regain safe mobility the OPB may commence to tow.
- iv. 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.
- v. Make reports to OICS as situation changes.

OFFICIAL PATROL BOAT DISCRETION

Official Patrol Boats 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 an Official 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 Official Patrol Boat shall remain on station until instructed by the Tasmanian Police to move.

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 VTS	6380 3075
TAS MARITIME RADIO	6231 2276

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

