

## SECTION 1

### SAILING INSTRUCTIONS & SAFETY REQUIREMENT

#### 1. RULES

1.1. THE SAILING INSTRUCTIONS AND PROGRAM FOR THE 2023-24 SAILING SEASON, CONDUCTED BY THE ROYAL YACHT OF TASMANIA (RYCT), BELLERIVE YACHT CLUB (BYC) AND DERWENT SAILING SQUADRON (DSS) (THE COMBINED CLUBS).

1.1.1. Races will be governed by the rules as defined in the Racing Rules of Sailing (RSS) 2021-2024.

1.1.2. All races will also be governed by the Prescriptions and Special Regulations of Australian Sailing (AS). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.

1.2. ALTERATIONS TO CLASS RULES AND RACING RULES

1.2.1. RRS 52 is changed:

- i. to allow adjustment of movable ballast or canting keels on any boat and the use of stored power to do so;
- ii. to allow the use of stored power for sail handling and sail trimming on any boat; and
- iii. to allow self-steering equipment to be used by boats who have been granted a dispensation to race two handed in the Combined Clubs Long Race Pennant Series.

1.2.2. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.

1.2.3. RRS 63.1 and 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 the Sailing Instructions (SI) of each Combined Clubs (CC) event.

1.3. CODE OF CONDUCT & MISCONDUCT

1.3.1. Competitors are expected to comply with the Basic Principles outlined in the Racing Rules of Sailing.

1.3.2. Competitors, boat owners or support persons have an obligation not to commit an act of misconduct. Misconduct is described in the Racing Rules of Sailing as:

- Conduct that is a breach of good manners, a breach of good sportsmanship, or unethical behaviour, or
- Conduct that has brought or may bring the sport into disrepute.

1.3.3. Any hearing arising from clause 1.3.2 will be conducted by a Protest Committee in accordance with RRS 69.2.

1.3.4. The principles of the Australian Sailing Member Protection Policy Codes of Behaviour should be followed and in particular:

- i. General Code of Conduct;
- ii. Volunteer Administrator Code of Conduct;
- iii. Sailing Participant Code of Conduct; and
- iv. Officials Code of Conduct.

#### 1.4. CRISIS SAFETY PLAN

- 1.4.1. The CC have a joint planned procedure that will apply should an emergency occur during a race.
- 1.4.2. If the Race Officer (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 persons taking part in CC events, whether as entrants or otherwise, do so at their own risk and responsibility. Particular attention is drawn to RRS Fundamental Rule 3 Decision to Race.
- 2.2. The RYC, BYC and DSS, their executives, boards, servants and agents and all other parties involved with the conduct and organisation of CC events disclaim any and every responsibility for loss, damage, injury, death or inconvenience that might occur to persons or property, both ashore and/ or afloat, as a consequence of participation in the races covered by this Notice of Race (NoR) and by the SI.
- 2.3. The CC are not individually or collectively responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 2.4. 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.
- 2.5. It is recommended that entrants have a Man Overboard procedure that all crew members have practiced.
- 2.6. 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.
- 2.7. 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.
- 2.8. 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.
- 2.9. **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 Australian Sailing Special Regulations Equipment Audit Form at one of the CC 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 on one of the CC websites.
- 4.2. Entries for the CC Harbour Pennant Series, Combined Clubs Long Race Pennant 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 the RYCT PHS Pennants, \$30 for each of the RYCT IRC Pennants and \$50 for each of the RYCT ORC Pennants.

#### 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: Lower ground floor, 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. Protests shall be lodged at the RYCT, BYC or DSS within two (2) hours of the last boat finishing in the last race of the day or the Race Committee signalling 'No More Racing Today'. The protest will be heard at a time determined by the Protest Committee.
- 8.2. CC 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.
- 8.3. 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 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.
- 8.4. 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.
- 8.5. PENALTIES LESS THAN DSQ - refer to the NoR for each series.
- 8.6. PROTEST ARBITRATION - Appendix T Arbitration of the RSS 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

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.

11.2.2. 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 races on the BYC Sail Day's.

- Combined Clubs Harbour Pennant Series – Race day 1- 21 October 2023 - BYC
- Bellerive Yacht Club Sail Day – 19 November 2023 - BYC
- Combined Clubs Long Race Pennant Series- Race day 3 - 02 December 2023 - BYC
- Combined Clubs Harbour Pennant Series – Race day 3 -20 January 2024 - BYC
- Bellerive Yacht Club Sail Day – 24 March 2024 2023 - BYC

11.2.3. The Royal Yacht Club of Tasmania will award separate Harbour Pennant Series and Long Race Pennant Series based on the full series results of the CC Harbour Pennant Series and Long Race Pennant Series subject to scoring as described in Combined Clubs Harbour Pennant Series & Long Race Pennant Series NoR. RYCT perpetual trophies will be awarded on the Pennant results of the Harbour Series.

11.2.4. The Derwent Sailing Squadron Pennant (DSS) will be awarded to Derwent Sailing Squadron Members 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 Pennant Series & Long Race Pennant Series NoR. The DSS Sailing Committee reserves the right in awarding the DSS Pennant.

### 11.3. OFFSHORE SERIES

11.3.1. The Combined Clubs Offshore Series Notice of Series outlines the Points System, Scoring and Trophies to be awarded.

11.3.2. 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) | ✧ Maria Island Race (RYCT) |
| ✧ Two Capes Race (DSS) | ✧ Bruny Island Race (RYCT) |

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

The Combined Clubs Committee identified that there are a number of issues and risk around incidents that occur on-water, and the need for communication with emergency services.

The most important point of contact that is to be made is one where the Emergency Services have the highest likelihood of communicating with someone in a position to provide First Aid or in the immediate vicinity of any person injured on the water.

The ability to directly communicate with Emergency Services should be, where possible, the first contact, with a subsequent follow up with the host Club to ensure ease of passage for Emergency Vehicles.

### 12.1. PROCEDURE

The following should be used by those conducting or involved in activities on-water.

- i. Where possible, communications with Emergency Services should occur directly from those attending a person who is injured or in need to medical support. This means that, if possible, a person with the injured person should dial 000 and remain on the call until advised otherwise. If there is any doubt that Emergency Services have been contacted there should be a contact made.
  - a. **EMERGENCY PICK UP POINT:** Should a boat require emergency medical assistance the Race Officer (RO) may 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 – Elizabeth Pier, Hobart
    - ✧ Unless specific alternative arrangements are notified by the Emergency Services.
  - b. If there is a need for an alternative pickup location this should be communicated subsequently with the Race Officer via the Race Frequency.
- ii. Once direct communications with Emergency Services are underway there must be contact made with the RO via the Race Frequency at the earliest possible opportunity.

- iii. It is important to provide the following to the Emergency Services.
  - ✧ The injured person's name, nature of the injury, and any developing information; and
  - ✧ what is the response plan from those attending i.e. bringing the person to shore at speed, slowly bringing them ashore to prevent further injury etc.
- iv. Following any incident, a report/declaration shall be completed and a debrief may be conducted with the persons attending and with any relevant parties by the host Club representative.
  - ✧ **DECLARATION FORM** – this should be completed where a rule is NOT observed during racing.
  - ✧ **INCIDENT FORM** - as outlined in Section 1 – 2.6 or as required by the Marine and Safety (Maritime Incidents) Regulations 2017 – see below
- v. It is a requirement under the Marine and Safety (Maritime Incidents) Regulations 2017 that incidents involving Recreational Vessels are report to MAST. The MAST Incident Report Form outlines reportable incidents: <https://mast.tas.gov.au/safe-boating/emergencies-incidents/>

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

12.3. **SEEKING ASSISTANCE:** a boat seeking assistance may do so by:

- ✧ Use of radio - CALL on VHF Race Channel or VHF Channel 16.
- ✧ Use mobile phone Emergency Services on 000
- ✧ Displaying a standard distress sheet.
- ✧ 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.
- ✧ Use of flares.
- ✧ Crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
- ✧ 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.

12.4. **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.

12.5. **OFFICIAL PATROL BOAT DISCRETION:** Official Patrol Boats shall use their own discretion as to necessary action in rescue operations except when the RO issues a specific overriding instruction.