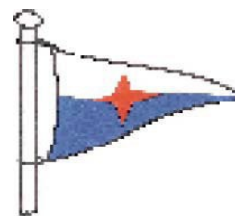


THE ROYAL
YACHT CLUB
OF TASMANIA



THE ROYAL YACHT CLUB OF TASMANIA

ON BEHALF OF

**ROYAL HOBART REGATTA
ASSOCIATION**

LIPTON CUP

NOTICE OF RACE

MONDAY 10 FEBRUARY 2025

1. ORGANISING AUTHORITY

The Royal Yacht Club of Tasmania (RYCT) on behalf of The Royal Hobart Regatta Association.

2. RULES

Races will be governed by the rules, as defined in RRS of World Sailing including: Except as amended by this NOR and/or the Sailing Instructions (SI), the race will be governed by the current versions of:

1. the prescriptions and special regulation of Australian Sailing ("AS Special Regulations") (a copy of which may be found at <https://www.sailingresources.org.au/safety/specialregs/>). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.

- 2.1 RRS 52 is changed by adding "Stored power may be used for the operation of sails and movable ballast systems."
- 2.2 RRS A5.1 is 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 start and finish lines. Penalties shall be as specified in the sailing instructions."
- 2.3 Appendix T Arbitration of the RRS applies.
- 2.4 Boats shall comply with AS Special Regulations Part 1, Category 7 except that a VHF radio must be carried (this may be a handheld unit).
- 2.5 General Rules as described in Section 1 of the Organising Clubs' fixtures and sailing instructions booklets.
- 2.6 The minimum number of crew to be on board is three (3) adults unless special dispensation sought in writing from the Organising Authority is granted by the Race Committee before the race.

3. ELIGIBILITY

- 3.1 Entry is open to owners of boats from members of clubs affiliated with Australian Sailing. Entries are accepted at the discretion of the OA.
- 3.2 The Crew Declaration; a boat shall prior to their Warning Signal submit a Crew Declaration via TOPYACHT. The Crew Declaration shall confirm that the boat intends to race and shall include required details of persons on board as follows:
 - I. Name;
 - II. Contact phone number;
 - III. Australian Sailing Number in accordance with NoR 3.6.
- 3.3 Boats that do not comply with NOR 3.2 will be scored DSQ without a hearing. This changes RRS A5.1.
- 3.4 The Race Committee reserves the right to accept or reject any entry.
- 3.6 All crew members must comply with the AS Prescription to RRS 46 which states –

Australian Sailing prescribes that, all persons on board a boat while racing shall be members of a Club affiliated to Australian Sailing and have an Australian Sailing number or hold a valid Sail Pass.

4. ENTRY

4.1 Entries may be lodged via the RYCT website. Entry shall be lodged no later than 1800hrs on Friday 07 February 2025.

4.2 No entry will be deemed to have been accepted until approved by the Race Committee.

4.3 Entry fees

Race Entry \$20

5. INSURANCE

All competing boats are required to have a current Certificate of Insurance for the period of the race including Third Party Liability and Public Liability Insurance of not less than AUS \$10,000,000 (ten million dollars) for any one incident.

6. SCHEDULE OF RACES

Day	Date	Start Line	First Warning Signal
Monday	10 February 2025	Mid-River off Regatta Grounds	13:25hrs

7. GROUP ALLOCATION

Boats will be allocated to Groups based on the Performance Handicapping System (PHS). Boats may be allocated to a Group outside of these parameters at the discretion of the Race Committee

Non-Spinnaker entrants will be allocated to a group best suited to their PHS performance.

Groups may be combined if there are insufficient entries in any Group.

8. SAILING INSTRUCTIONS

Sailing Instructions will be available from RYCT by 5 February 2025 and placed on the Club's website.

9. OFFICIAL NOTICE BOARD

The Official Notice Board will be located on the Notice Board of the Royal Yacht Club of Tasmania. Copies of notices may be placed on the other Club Notice Boards as soon as practical before and following the race.

10. RACING AREA

The waters of the River Derwent.

11. COURSES

As described in the Sailing Instructions.

12. PRIZES

Prizes may be awarded based on the number of entries to the winning boats and place getters in PHS handicap divisions.

13. SAFETY

13.1 The attention of all persons taking part in the Lipton Cup is drawn to the requirement to be aware of the application of the *Marine Safety (Misuse of Alcohol) Act, 2006*.

13.2 For all boats a fully operational VHF radio is mandatory. This may be a handheld VHF radio.

13.3 For Sports boats and boats without full lifelines, AS Special Regulations Part 1, Section 5, 5.01.1 (j) (Lifejackets) shall apply.

- 13.4 It is also recommended that entrants have a Man Overboard procedure that all crew members have practiced.
- 13.5 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).
- 13.6 Attention is also drawn to the MAST requirements "every vessel, commercial and recreational, motor or sail, must give way to ocean going ships under command of a pilot (displaying Code flag H) or be under command of a Pilot Exempt master (flying a plain White flag)" as per regulation 29 of the Marine and Safety (Pilotage and Navigation) Regulations 2017.

14. PRIVACY NOTICE

Personal information about crew members is obtained in the crew lists for use in case of emergency situations. If necessary, the information will be provided to Emergency Organisations or the Water Police and may be passed on by them to other organisations as required. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

15. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.

16. LIABILITY DISCLAIMER

- 16.1 The Royal Yacht Club of Tasmania and the Royal Hobart Regatta Association is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 16.2 The Royal Yacht Club of Tasmania reserves the right to refuse or withdraw any entry.