



DERWENT BOAT SALES
TASMANIAS SPECIALIST BROKERS

KING OF THE DERWENT

2018 NOTICE OF RACE

Conducted by the DERWENT SAILING SQUADRON
Race 3 of the ORCV Sovereign Series
Race 3 of the Launceston to Hobart Series
Proudly supported by



1 INVITATION

The Derwent Sailing Squadron as the Organising Authority invites entries from the owners of eligible boats to compete for prestigious trophies in the DERWENT BOAT SALES King of the Derwent Yacht Race on the River Derwent on 2nd January 2018 starting at 1400 hours.

2 RULES AND REGULATIONS

- 2.1 The race shall be governed by the Racing Rules of Sailing 2017-20, the Special Regulations of Australian Sailing, the IRC Rules, Australian Measurement System (AMS) and current regulations (where applicable) and the Tas Ports Corporation Pty Ltd so far as they relate to the Port of Hobart.
- 2.2 The safety regulations shall be those set out in the AS Special Regulations, Category 5 for the King of the Derwent Race.
- 2.3 Crew weight limitations shall not apply.
- 2.4 The Derwent Sailing Squadron reserves the right to amend this notice and in this event the details will be posted on the official notice board.

3 ELIGIBILITY

- 3.1 The race is open to mono-hull boats which comply with the eligibility requirements of the 2017 Launceston to Hobart, Rolex 2017 Sydney to Hobart or the 2017 Melbourne to Hobart races, having competed in any of those races.
- 3.2 The Race Committee may accept the entry of other mono-hull boats which hold a current valid IRC or AMS rating certificate and meet the race category for the IRC, AMS division and/or PHS division. Off shore racing boats meeting Category 5 safety requirements, but not having a valid IRC or AMS certificate may only be accepted in the PHS division.
- 3.4 The event is the final race of the Sovereign Series and the Launceston to Hobart Series.
- 3.5 All boats competing shall have public liability and third party property insurance of an amount of not less than \$10,000,000.

4 SECTIONS AND HANDICAPPING

- 4.1 The race will be conducted in three sections:
 - a) IRC section will be handicapped using the handicaps shown on the current IRC certificate.
 - b) Performance Handicap System (PHS) section and will be handicapped by using Time Correction Factors (TCF) as determined by the Race Committee or its nominee. The allocated TCF shall not be subject to protest.
 - c) AMS section will be handicapped using the handicaps shown on the current AMS certificate.
- 4.2 Information contained in the boats current valid IRC or AMS certificate (where applicable) will be used with other relevant information and factors to determine the boats TCF.

5 DIVISIONS

Major prizes will be awarded to each section, each of which may be grouped in divisions, subject to the number of entries. The purpose of separate divisions is to enable boats of similar class or speed to be in the same division. Composition of divisions will not be subject to protest.

6 ENTRIES

Entries shall be made online or the entry form attached and forwarded no later than 1100hrs on the 2nd Jan to:
Derwent Sailing Squadron Marieville Esplanade SANDY BAY TAS 7005 Email: sailing@dssinc.org.au Fax: 03 6223 7765

7 SAILING INSTRUCTIONS

Sailing Instructions will be available at the Derwent Sailing Squadron from 28th December 2017.

8 TROPHIES & PRIZES

Overall section and divisional prizes and trophies will be won by the boats with the lowest corrected handicap times. The overall **DERWENT BOAT SALES** King of the Derwent prize will be awarded in IRC.

9 TROPHY PRESENTATION

The official presentation of trophies and prizes will be on the lawns of the **Derwent Sailing Squadron** on 2nd January 2018 at approximately 1800 hours. Food and beverages will be available for purchase.

10 DISCLAIMER

All those taking part in this race conducted by the Derwent Sailing Squadron do so at their own risk and responsibility and the Derwent Sailing Squadron or any sponsor has no liability for any damage, loss or penalty suffered by any boat crew or any other person taking part in this race. The Derwent Sailing Squadron or its sponsors are not responsible for the seaworthiness of boats whose entry is accepted and, or the sufficiency and, or adequacy of its equipment or the competence of its skipper or crew.