NOTICE OF RACE

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

Proudly supported by

Harcourts Hobart
KING OF THE DERWENT
02 JAN 2020
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Tasmania
RIVERSDALE ESTATE
DERWENT SAILING SQUADRON
CASCADE BREWERY CO
TasPorts
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 HAR Courtney’s Hobart King of the Derwent Yacht Race on the River Derwent on 2nd January 2020 starting at 1400 hours.

The event is the final race of the Sovereign Series and the Launceston to Hobart Series.

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**

The race is open to mono-hull boats which have competed in the 2019 Launceston to Hobart, 2019 Sydney to Hobart or the 2019 Melbourne to Hobart races.

3.1. The Race Committee may accept the entry of any mono-hull boats which hold a current valid IRC or AMS rating certificate. Boats not having a valid IRC or AMS certificate may only be accepted in the PHS division. Boats must meet the race category for the IRC, AMS division and/or PHS division.

3.2. All boats competing shall have valid 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 boat’s current valid IRC or AMS certificate (where applicable) will be used with other relevant information and factors to determine the boat’s TCF.

5. **DIVISIONS**

5.1. 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**


6.2. Entry fees shall be One handicap division $15; Two handicap divisions $25; Three handicap divisions $35.

7. **SAILING INSTRUCTIONS**

7.1. Sailing Instructions will be available at the Derwent Sailing Squadron or online at the above link from 28th December 2019.

8. **TROPHIES, PRIZES AND PRESENTATION**

8.1. Overall section and divisional prizes and trophies will be won by the boats with the lowest corrected handicap times. The overall HAR Courtney’s Hobart King of the Derwent prize will be awarded in IRC.

8.2. The official presentation of trophies and prizes will be on the lawns of the Derwent Sailing Squadron on 2nd January 2020 at approximately 1800 hours. Food and beverages will be available for purchase.

9. **DISCLAIMER**

9.1. 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.