



KING

OF THE

DERWENT

2ND JANUARY 2022

NOTICE OF RACE

Conducted by the DERWENT SAILING SQUADRON

Proudly supported by



1. INVITATION

- 1.1. The Derwent Sailing Squadron as the Organising Authority (OA) invites entries from the owners of eligible boats to compete for prestigious trophies in the Innovative Electrical King of the Derwent Yacht Race on the River Derwent on 2 January 2022 starting at 14:00.

2. RULES

- 2.1. Except as amended by this NoR and/or the Sailing Instructions, the race will be governed by the current versions of:
 - 2.1.1. the rules as defined in the Racing Rules of Sailing (RRS) 2021-24;
 - 2.1.2. the Australian Sailing (AS) Prescriptions to the RRS and IRC and AMS Rules;
 - 2.1.3. current regulations (where applicable) of the TASPORTs Corporation Pty Ltd so far as they relate to the Port of Hobart; and
 - 2.1.4. government COVID-19 restrictions in place on any given race day.
- 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.
- 2.3. RRS 52 is changed by adding "Stored power may be used for the operation of sails and movable ballast systems."
- 2.4. Protest Arbitration-Appendix T of the RRS applies.
- 2.5. Boats shall comply with AS Special Regulations Part 1, Category 5, except that a fitted VHF radio is mandatory (This amends Special Regulation 3.25.1(b)).
- 2.6. The OA reserves the right to amend this NoR 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 have competed in the 2021 TASPORTS Launceston to Hobart Yacht Race, 2021, Melbourne to Hobart Yacht Race or the 2021 ROLEX Sydney to Hobart Yacht.
- 3.2. The Race Committee may additionally 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.
- 3.3. Crew Declaration.
 - 3.3.1. For this race a boat shall submit a COVID-19 Crew Declaration via TOPYACHT [<HERE>](#) before its group race warning signal.
 - 3.3.2. 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 3.3; and
 - iv. Any other information which may be required to comply with government COVID-19 reporting requirements or regulations.
- 3.4. Boats that do not comply with NoR 3.3.1 and NoR 3.3.2 will be scored DSQ without a hearing for the relevant race. This changes A5.1 RRS (2021-24).
- 3.5. All crew members must comply with the AS Prescription to RRS 46 as amended by AS. From 1 January 2022, all participating crew members shall be a member of a club affiliated to Australian Sailing or a Sail Pass holder [<HERE>](#).

- 3.6. The OA reserves the right to accept or reject any entry.
- 3.7. Boats wishing to enter IRC or AMS shall hold a valid IRC and/or AMS Rating Certificate.

4. ENTRY

- 4.1. Entries shall be made online via the OA website [<HERE>](#) by no later than 11:00 on Saturday 2 January 2022.
- 4.2. No entry will be deemed to have been accepted until approved by the OA.
- 4.3. Race entry
 - Entry Fee \$50
 - Each additional Handicap Group (IRC, AMS) \$15 each
 - Entrants in the 2021 Launceston to Hobart Yacht Race - no additional cost

5. INSURANCE

- 5.1. 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. HANDICAP DIVISIONS

- 6.1. A boat will be automatically entered into the Performance Handicap (PHS) Division.
 - 6.1.1. The OA will allocate PHS handicaps before the race. The OA's choice of handicap is final and shall not be grounds for protest.
- 6.2. In addition, a boat may enter one or more of the following Handicap divisions:
 - 6.2.1. IRC - A boat may only enter the IRC Handicap Class if the boat has a current IRC Certificate.
 - 6.2.2. AMS - A boat may only enter the AMS Handicap Class if the boat has a current AMS certificate.

7. SAILING INSTRUCTIONS

- 7.1. Sailing Instructions will be available at the DSS or online at the link [<HERE>](#) by no later than Wednesday 29 December 2021.

8. OFFICIAL NOTICE BOARD

- 8.1. The Official Notice Board is a notice board situated in the window adjacent to the front entrance of the DSS.

9. RACING AREA

- 9.1. The waters of the River Derwent.

10. COURSES

- 10.1. As described in the Sailing Instructions.

11. PRIZES AND PRIZE GIVING

- 11.1. Overall divisional prizes and trophies will be won by the boats with the lowest corrected handicap times.
- 11.2. The overall Innovative Electrical King of the Derwent prize will be awarded in IRC.

- 11.3. Additional prizes may be awarded but the OA reserves the right to vary the number of trophies awarded based on the number of entries:
- | | |
|---------------------|--|
| Five entries | 1 st prize |
| Six to nine entries | 1 st and 2 nd prizes |
| Ten or more entries | 1 st , 2 nd and 3 rd prizes |
- 11.4. The official presentation of trophies and prizes will be on the lawns of the Derwent Sailing Squadron on the 2nd January 2022 at approximately 18:00. Food and beverages will be available for purchase.

12. PRIVACY NOTICE

- 12.1. Personal information about crew members is obtained in the crew lists for use in case of emergency or COVID-19 contact tracing situations. If necessary, the information will be provided to Public Health Authorities, 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.

13. LIABILITY DISCLAIMER

- 13.1. All persons taking part in Race do so at their own risk and responsibility. Particular attention is drawn to RRS Fundamental Rule 4 Decision to Race.
- 13.2. The OA, its executives, boards, servants and agents and all other parties involved with the conduct and organisation of the Innovative Electrical King of the Derwent Yacht Race 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 and by the Sailing Instructions.
- 13.3. The OA is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.
- 13.4. The OA reserves the right to refuse or withdraw any entry.