



# SAILING INSTRUCTIONS

Saturday 26 November 2022

PROUDLY SPONSORED BY



Organising Authority:

DERWENT SAILING SQUADRON INC.

## 1. RULES

- 1.1. The race will be governed by the rules as defined in The Racing Rules of Sailing (RRS), appendix WP of World Sailing (attached to these Sailing Instructions) and as in the Notice of Race (NoR) 2.1.

## 2. BRIEFING

- 2.1. As per NoR 3.6.

## 3. NOTICE TO COMPETITORS

- 3.1. As per NoR 2.2 and 2.3.

## 4. **CHANGES TO SAILING INSTRUCTIONS (SI'S)**

- 4.1. Changes to these Sailing Instructions (SI), if any, shall be made in accordance with RSS 90.2 (c) and changes will be posted not later than four (4) hours prior to the starting signal.

## 5. RESPONSIBILITY

- 5.1. All those taking part in the race do so at their own risk and responsibility. The Organising Authority (OA), and their respective officers, employees, volunteers and members accept no liability for any injury, loss or damage that may be suffered by any competitor.
- 5.2. Specific attention is drawn to RRS Fundamental Rule 3, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone".
- 5.3. Attention is drawn to the International Convention for the Safety of Life at Sea where it is accepted as the normal practice of seamen, that there is an obligation upon masters to render every assistance within their power in cases where a person or persons are in distress at sea. These obligations are set out in Regulation V/10 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974).
- 5.4. Boats should note the International Aeronautical and Maritime Search & Rescue Manual Vol. III.
- 5.5. A boat is required to comply with International Aeronautical and Maritime Search & Rescue Manual Vol. III upon receiving a distress call.

The Immediate Action required by IAMSAR Vol. III is to:

- acknowledge receipt and, if appropriate, re-transmit the distress message;
- take an immediate magnetic compass bearing to the boat in distress (if practicable);
- communicate the following information to the boat in distress:
  - a. Identity;
  - b. Position;
  - c. Estimated Time of Arrival (E.T.A.); and
  - d. When available, magnetic bearing to the boat in distress.
- maintain a continuous listening watch on distress frequencies;
- post extra lookout if in the vicinity; and

- relay Distress Message to a Marine Rescue Unit and rescue coordination control and update as necessary.

## 6. OTHER CHANGES TO CLASS RULES, RRS AND SPECIAL REGULATIONS

6.1. As per NoR 7.

## 7. COMMUNICATION

7.1. All radio communications will be conducted on VHF Channel 81. Between scheduled broadcasts (skeds) all yachts should monitor VHF Channel 16 and VHF Channel 81.

7.2. Reporting at Start.

7.2.1. A Boat intending to start shall report to the race officials on the Race Committee signal vessel Boat between 0800 and 0840 on 26 November 2022. The reporting at start procedure shall be:

When in the vicinity of the Race Committee signal vessel, a boat shall:

- i. have its trysail and storm jib set;
- ii. call the Race Committee signal vessel on VHF 81 confirming the following information:
  - ✓ Boat Name
  - ✓ Sail Number
  - ✓ People on Board
- iii. receive VHF acknowledgement from the Race Committee signal vessel that the boat is a confirmed starter.

7.2.2. Boats that fail to satisfactorily complete SI 7.2.1 will be scored DNS (Did Not Start). This changes RRS 63.1 and RRS A5.

7.3. Routine schedules (VHF Channel 81)

7.3.1. Boat position reporting schedules will be conducted by "Derwent Sailing Squadron Race Control" (DSS Race Control). A boat may be nominated by the Race Committee to provide assistance if and where necessary.

7.3.2. Boats will be called in alphabetical order to give their position at the times listed in the routine schedule until they have crossed the finish line or if retired, until they have reached a safe harbour.

7.3.3. It is mandatory that all boats that have not finished respond to each routine schedule and report their position.

7.3.4. The position given shall be the boat's position in degrees and whole minutes only of latitude and longitude on the exact hour preceding the commencement of the radio schedule. The relative position of other boats in close vicinity should be noted and given, if requested, if they can be positively identified.

7.3.5. The reason for failure to report at the routine schedule times, for any reason, must be reported on the boat's Race Declaration (Appendix A).

#### 7.4. Radio Schedules – Position Report Schedules

DATE	TIME	ACTION	FREQUENCY	STATION
26 Nov	08:00	Pre-race sign in	VHF 81	DSS Race Committee signal vessel
26 Nov	15:05	Routine Schedule	VHF 81	DSS Race Control
26 Nov	23:05	Routine Schedule	VHF 81	DSS Race Control
27 Nov	07:05	Routine Schedule	VHF 81	DSS Race Control

Note: Reported positions should be taken as at the exact hour preceding the sked.  
Tas Maritime Radio Weather Skeds VHF Channel 16 call up 0745, 1345, 1733.

#### 7.5. Radio Failure

7.5.1. In the event of a radio failure after the start of the race every effort should be made to contact DSS Race Control by one of the following methods:

- Using HF or VHF radio, relayed by another vessel if necessary; or
- endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station; or
- by telephone to the DSS Sailing Operations Manager on 0417 121 575.

### 8. THE START AND STARTING SIGNALS

#### 8.1. Start Line

8.1.1. The name of the Race Committee signal vessel will be listed on the start sheet.

8.1.2. The Race Committee signal vessel will be moored in the vicinity of the Derwent Sailing Squadron permanent mark.

8.1.3. The Starting Line will be between an orange flag on the Race Committee signal vessel and an orange inflatable buoy.

8.1.4. A green flag mark may be moored near the Race Committee signal vessel approximately on the Starting Line and competing boats shall leave this flag on the same side as the Race Committee signal vessel when starting. Boats shall not pass between this mark and the Race Committee signal vessel at any time. A breach of this SI is open to protest by the Race Committee only. This changes RRS 60.1 and 60.3.

8.2. Boats intending to start shall report to the Race Committee signal vessel in accordance with SI 7.2.

8.3. The starting procedure will be in accordance with RRS 26.

8.4. Class Flag will be Flag 0 (zero).

8.5. The Race is scheduled to start at 09:00 on 26 November 2022 with the warning signal scheduled at 08:55.

## 9. RECALL

- 9.1. Individual recalls in accordance with RRS 29.1 may also be notified by radio approximately five (5) minutes after the start on race frequency VHF Channel 81. Competitors are reminded that radio recall information is provided as an aid and the provision or failure of the aid will not form the basis of any protest or claim for redress.

## 10. BOATS ARRIVING LATE

- 10.1. Boats that start more than thirty (30) minutes after the starting signal will be scored DNS (Did Not Start), unless the Race Committee deems otherwise.
- 10.2. A boat may use prohibited propulsion after the Preparatory Signal to arrive at the Starting Line, provided it shall cease using such propulsion a minimum of 100 metres from the Starting Line. It shall immediately carry out a 360° turn while keeping clear of all boats and if the Start Signal has been made, start.

## 11. THE FINISH AND FINISH LINE

- 11.1. The Finishing Line will be between the flagpole on the finish box on Castray Esplanade and an illuminated orange flag on a buoy to the east of the box.
- 11.2. In the event of a boat finishing during the hours of darkness the sail number must be illuminated on her port side and her name relayed via VHF Channel 81 to the Race Officials.
- 11.3. Boats shall record their finish times.

## 12. COURSES

- 12.1. Boats are to proceed to all marks shown in these courses in the order shown and are to round each mark on the specific side.
- 12.2. Course descriptions:
- 12.2.1. Course 1 (Numeral Pennant 1)
- |                             |                     |
|-----------------------------|---------------------|
| Start – WP1 – WP2 – Finish. | Marks to Starboard. |
|-----------------------------|---------------------|
- 12.2.2. Course 2 (Numeral Pennant 2)
- |                             |                |
|-----------------------------|----------------|
| Start – WP2 – WP1 – Finish. | Marks to Port. |
|-----------------------------|----------------|

## 13. MARKS

- 13.1. Mark Descriptions

Note: The GPS datum used in this race is WGS84.

- 13.1.1. WP1. Waypoint at Latitude 43°16.2'S Longitude 147°48.0'E. Approx. 2 nm S of Cape Raoul.
- 13.1.2. WP2. Waypoint at Latitude 43°21.8'S Longitude 147°25.3'E. Approx. 2 nm E of Fluted Cape.

## 14. TIME LIMIT

- 14.1. There will be no time limit for boats in PHS, IRC and ORCc.

- 14.2. Boats finishing more than 12 hours after the finish of the first boat are required to take their own finishing time as the Finishing Line may not be manned. Boats that take their own finishing time shall record it on the Declaration Form provided in these SI's as Appendix A, and shall email the declaration to [sailing@dssinc.org.au](mailto:sailing@dssinc.org.au), within 2 hours of finishing.

## 15. BOATS RETIRING

- 15.1. A boat that retires shall notify the Race Committee (DSS Race Control - VHF Channel 81) or DSS Sailing Operations Manager (mobile 0417 121 575) of its retirement as soon as possible and by whatever means is available at the time of retirement. If Search and Rescue operations are unnecessarily instituted due to the boat failing to make timely contact, the boat will be subject to action by the Race Committee under RRS 60.2(s), whereby a report will be made to the Protest Committee requesting action under RRS 69.2.
- 15.2. A boat that retires shall continue to comply with SI 7 until it reaches port.

## 16. TEMPORARY DISCONTINUANCE FROM RACING

- 16.1. RRS 45 shall not apply to a boat sheltering from extreme weather conditions
- 16.2. RRS 42 - propulsion shall not apply to a boat disembarking a crew member in accordance with RRS 48.2, provided the use of motor or mechanical propulsion is for the sole purpose of manoeuvring to berth or clear the berth. A Declaration will be lodged in accordance with SI 17, setting out the length of time for each manoeuvre. The acceptability of the time taken will be at the sole discretion of the Race Committee.

## 17. DECLARATIONS (AMENDS RRS 63.1)

- 17.1. A boat shall lodge a Declaration with the OA on the prescribed form when:
- i. an infringement occurs, however minor, of any rule, regulation, SI or radio instruction; or
  - ii. the boat has taken the benefit of SI 16; or
  - iii. the boat has taken a Two-Turns Penalty; or
  - iv. the boat acknowledges a Scoring Penalty in accordance with RRS 44.3; or
  - v. the boat records its own finish time under SI 14.2; or
  - vi. the boat fails to report in at a position sked; or
  - vii. any other notable/extraordinary circumstance.
- 17.2. Declarations as required by SI 17.1 shall be lodged with the Sailing Office of the Derwent Sailing Squadron on the form provided in Appendix A, or by email to [sailing@dssinc.org.au](mailto:sailing@dssinc.org.au) within 12 hours of the boat finishing the race.

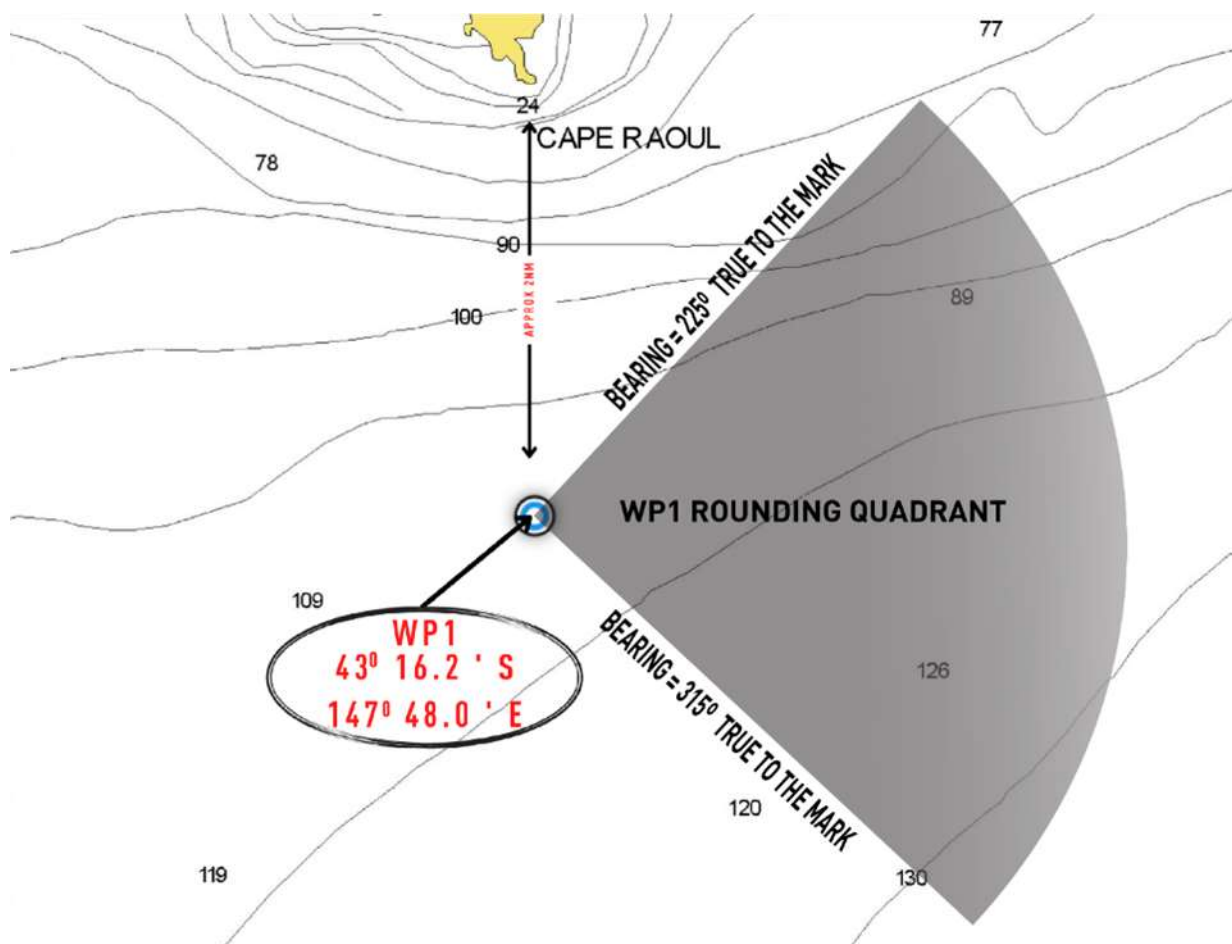
## 18. ROUNDING MARK EVIDENCE

- 18.1. Boats shall provide evidence of rounding the waypoints to the Sailing Office ([sailing@dssinc.org.au](mailto:sailing@dssinc.org.au)) within 12 hours of a boat finishing the race.
- 18.1.1. Evidence can be provided in the form of:

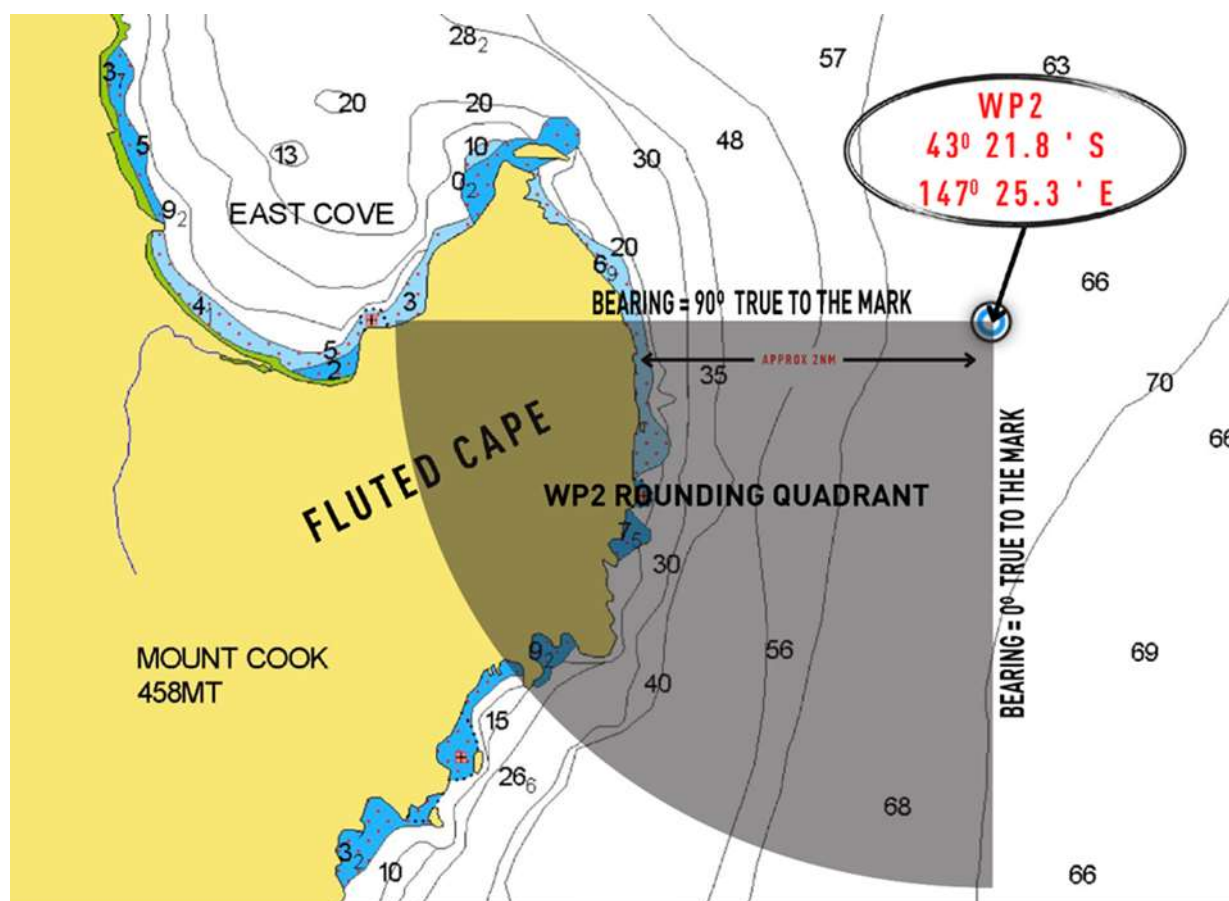
- i. The boat's GPS/Plotter/AIS recording including the time, the boat's track, including fixes of the waypoints, showing the boat rounding the waypoints within the rounding quadrants (see SI 18.1.2 and 18.1.3) to the correct side; or
- ii. Photographs of the boat's instruments displaying the time, fixes of the waypoints and the track rounding the waypoints within the rounding quadrants (see SI 18.1.2 and 18.1.3) to the correct side.

18.1.2. The rounding quadrant for WP1 is defined as the area enclosed between the two bearing lines of 225° and 315° True to the waypoint.

WP1 Rounding Diagram



18.1.3. The rounding quadrant for WP2 is defined as the area enclosed between the two bearing lines of 0° and 90° True to the waypoint.



18.2. A boat that fails to meet SI 18.1 will be scored DNF (Did Not Finish).

## 19. PROTESTS, REDRESS AND PENALTIES

- 19.1. Protests or requests for redress are to be lodged with the Sailing Operations Manager of the Derwent Sailing Squadron or the Race Committee, within 12 hours of the boat's finishing time.
- 19.2. Notification of the details of protest hearings will be placed on the Official Notice Board to inform competitors where and when there is a hearing in which they are parties to a protest or named as a witness. These notices are deemed to fulfil the requirements of RRS 63.2.
- 19.3. In accordance with RRS 64.1 (a) in determining penalties, the Protest Committee may:
- disqualify the boat or,
  - make any other arrangement, which may be to award no penalty.

## FURTHER INFORMATION

For further information please contact:

Colleen Darcey - Sailing Operations Manager

Derwent Sailing Squadron Inc

Phone: 0417 121 575 Email: [sailing@dssinc.org.au](mailto:sailing@dssinc.org.au)



## APPENDIX A – RACE DECLARATION

I \_\_\_\_\_, being a representative of the boat  
\_\_\_\_\_ lodge this declaration as per  
Clause 17 of the Sailing Instructions for the 2022 Two Capes Race.

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Signature \_\_\_\_\_ Date \_\_\_\_\_