



  
**KING  
OF THE  
DERWENT**  
**2ND JANUARY 2024**

# SAILING INSTRUCTIONS

PROUDLY SPONSORED BY



Organising Authority:



- 1.1. The Race is organised and conducted by the Derwent Sailing Squadron (DSS), the Organising Authority (OA).
- 1.2. The Race Committee is delegated by the OA.
- 1.3. Except as amended by the Notice of Race (NoR) and/or the Sailing Instructions (SI), the race will be governed by the current versions of:
  - 1.3.1. the 2021-2024 Racing Rules of Sailing (RRS) of World Sailing (WS);
  - 1.3.2. the Prescriptions and Special Regulations of Australian Sailing (AS). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted;
  - 1.3.3. the 2023 IRC Rules Parts A, B and C;
  - 1.3.4. the 2023 ORC Rating System Rules; and
  - 1.3.5. current regulations (where applicable) of the TASPORTS Corporation Pty Ltd so far as they relate to the Port of Hobart.
- 1.4. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits.
- 1.5. RRS 52 is changed by adding "Stored power may be used for the operation of sails and movable ballast systems".
- 1.6. Protest Arbitration-Appendix T of the RRS applies.
- 1.7. 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)).
- 1.8. The OA reserves the right to amend this SI and in this event the details will be posted on the official notice board.

## 2. RESPONSIBILITY - SAFETY REGULATIONS

- 2.1. All those taking part in this event do so at their own risk and responsibility. The OA or its agents shall not be responsible for the seaworthiness of a boat whose entry has been accepted, or of the adequacy or sufficiency of its equipment. Attention is drawn to Fundamental Rule 3, which states: "The responsibility for a boat's decision to participate in a race or to continue racing is theirs alone".
- 2.2. No member or members of the OA or its agents, nor any other party involved with this event, shall accept responsibility for, or be liable for, any accident, injury, damage or personal loss (material or otherwise) to any boat, participant, or third party before, during or after race. The safety of any boat and her entire management, including insurance, shall be the sole responsibility of the entrant to this event.

## 3. ELIGIBILITY

- 3.1. The race is open to mono-hull boats which have competed in the 2023 Willie Smith's Launceston to Hobart Yacht Race, 2023 Melbourne to Hobart Yacht Race or the 2023 ROLEX Sydney to Hobart Yacht.

3.2. The Race Committee may additionally accept the entry of any mono-hull boats which hold a current IRC or ORC rating certificate. Boats not having a valid IRC or ORC certificate may only be accepted in the PHS division.

3.3. In addition, a boat may enter one or more of the following handicap classes:

3.3.1. Boats entering IRC must have a current valid endorsed IRC certificate.

3.4. Boats entering ORC must have a current, valid audited (AS ORC Measurer audited) ORC certificate or a current, valid ORCi certificate. For the avoidance of doubt, audited certificates are those where measurements have been supplied by an approved measurer, meaning that certificates incorporating "owner" measurements are not used.

3.5. Crew Declaration.

3.5.1. A boat shall submit a Crew Declaration via [TOPYACHT](#) before its group race warning signal.

3.5.2. 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; and

iii. Australian Sailing Number in accordance with NoR 3.6.

3.5.3. Boats that do not comply with NoR 3.4.1 and NoR 3.4.2 will be scored DSQ without a hearing. This changes A5.1 RRS (2021-24).

3.5.4. All crew members must comply with the AS Prescription to RRS 46, as amended by AS. 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.

#### 4. SIGNALS MADE ASHORE

4.1. Signals made ashore will be displayed from the Derwent Sailing Squadron Flag Pole.

#### 5. CLASSES AND DIVISIONS

5.1. In addition to the overall placing's in the IRC, ORC and PHS classes, additional divisions may be established within the classes, subject to the number of entries. The purpose of separate divisions is to enable boats of similar class or speed to compete on an equal footing in the same division. The composition of divisions will not be subject to protest.

5.2. The number and composition of divisions (if any) will be posted on the official notice board no later than 12:00 hours on the day of the race.

#### 6. START AND CLASS IDENTIFIER

6.1. Start 14:00 hours Numeral Pennant 1.

#### 7. NOTICE BOARD AND CHANGES TO SAILING INSTRUCTIONS

- 7.1. All notices will be posted on the Official Notice Board window of the Derwent Sailing Squadron, adjacent to the entrance.
- 7.2. The Race Committee reserves the right to change the SI by written notice displayed on the Notice Board at the DSS no later than 11:00 hours on the day of the race.

## 8. COURSE AND START AREA

- 8.1. The Innovative Electrical King of the Derwent Yacht Race will be sailed on the River Derwent.
- 8.2. Competitors will be advised of the position of the start area on VHF Channel 14 no earlier than 30 minutes before the start of the race.

## 9. START/FINISH LINE

- 9.1. The Start/Finish Line will be between the orange mast on the port side of the Race Committee Boat and a yellow inflatable buoy with a red band.
- 9.2. A Start Buoy carrying a green flag may be moored near the Race Committee Boat approximately on the Start Line and the competing boats must leave the green flag on the same hand as the Race Committee Boat.

## 10. STARTING INSTRUCTIONS

- 10.1. The Innovative Electrical King of the Derwent Yacht Race will be started in accordance with RRS 26 as modified by these Sis. This modifies RRS 26.

Attention signal - Orange flag	10 minute
Warning signal - Class flag hoisted	05 minute
Preparatory signal hoisted (P or U or Black)	04 minute
Preparatory signal lowered	01 minute
Starting signal - Class flag lowered	00 minute

## 11. RECALLS

- 11.1. Individual recalls will be signalled in accordance with RRS 29.1. The Race Committee may inform boats that infringed Rule 29.1 on VHF Channel 14 after the start signal.

## 12. CHANGE OF COURSE AFTER THE START

A change of course after the start will be signalled before the leading boat has begun its next leg, although the new mark may not then be in position. Any mark to be rounded after rounding the new mark may be relocated to maintain the original course configuration. When in a subsequent change of course a new mark is replaced, it will be replaced with an original mark. This changes RRS 33. The approximate compass bearing and distance to the new mark may be displayed on the Committee Boat and may be broadcast on VHF Channel 14.

## 13. COURSES

- 13.1. Boats shall not sail through the Start/Finish Line (LINE) except when required to do so by any of the following courses. A breach of this SI may be penalized with a 2 (two) minute time penalty without a hearing.
- 13.2. The bearing and approximate distance (in nautical miles) to the first mark may be indicated at or before the warning signal.

COURSE	all marks to be rounded and left to port
Course A	Start to 1 to 2 to 3 through LINE to 1 to 3 through LINE to 1 to 3 to Finish
Course B	Start to 1 to 3 through LINE to 1 to 3 through LINE to 1 to 3 to Finish
Course C	Start to 1 to 3 through LINE to 1 to 3 to Finish
Course D	Start to 1 to 2 to 3 through LINE to 1 to 3 through LINE to 1 to 2 to 3 to Finish

## 14. MARKS

Mark 1	Orange inflatable buoy laid to windward of the Start Line
Mark 2	Orange inflatable buoy laid approximately 45 degrees to a line between marks 1 & 3
Mark 3	Orange inflatable buoy laid to leeward of the Start Line
CHANGE OF COURSE	Yellow inflatable buoy

## 15. TIME LIMIT

- 15.1. The time limit for the Innovative Electrical King of the Derwent Yacht Race will be 17:00 hours. All boats that have not then finished will be scored "Did Not Finish" (DNF) without a hearing.

## 16. HANDICAPS

- 16.1. The results of the IRC class will be obtained by use of the handicaps from the current IRC rating certificates.
- 16.2. The results of the ORCc class will be obtained by use of the handicaps from the current ORCc rating certificates.
- 16.3. The results of the Performance Handicap System (PHS) will be obtained by handicaps using Time Correction Factors (TCFs) as determined by the Race Committee or its nominee based on the best available information. The allocated TCFs shall not be subject to protest.

## 17. NOTIFICATION OF RESULTS

- 17.1. A copy of the results of the Innovative Electrical King of the Derwent and Launceston to Hobart Race Series will be posted on the Official Notice Board of the Derwent Sailing Squadron

## 18. PROTESTS

- 18.1. Protests will be heard as soon as practical at the Derwent Sailing Squadron after the Innovative Electrical King of the Derwent Race and lodging of a \$50 Protest Fee.
- 18.2. A protest form must be lodged at the Derwent Sailing Squadron office within 45 minutes of the last boat finishing.
- 18.3. The time of the protest or redress hearing will be advised.

## 19. COMMITTEE BOAT

- 19.1. The Race Committee Boat will be standing by on VHF Channel 14 if competitors require directions to the Start Line.
- 19.2. The name of the Committee Boat will be posted on the official notice board.

## 20. TROPHIES AND PRIZES

- 20.1. Overall, class and divisional prizes and trophies will be won by the boat with the lowest corrected times.
- 20.2. The overall IRC winner of the Innovative Electrical King of the Derwent Yacht Race will be recorded on the Perpetual Premier's Trophy and will receive a major prize, but will not be eligible for an additional divisional prize.
- 20.3. The first boat across the Finish Line will receive the Hobart City Cup Perpetual Trophy.
- 20.4. Divisional prizes will be awarded at the discretion of the OA.

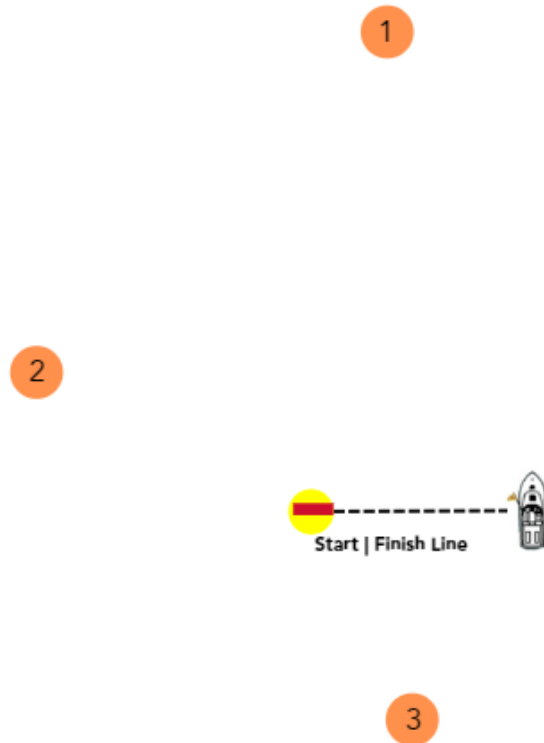
## 21. RACE COMMUNICATIONS

The Race Committee will use VHF Channel 14 for all race announcements. The Race Committee may announce the course and class at the ten-minute attention signal. In addition, any recall may be announced as may the sail numbers of any boats OCS at the start. Postponements and cancellations may also be announced as well as shortening or change of course. Any boat retiring should advise the Committee Boat when leaving the race area. It is essential that all boats maintain radio silence during the period from the attention signal up to the start, except in a genuine emergency.

## 22. TROPHY PRESENTATION

The official presentation of trophies and prizes, including the Launceston to Hobart Race Series will be at the Derwent Sailing Squadron on Monday 2 January 2024 at the conclusion of racing.

# COURSE CARD



## COURSES FOR THE KING OF THE DERWENT

The bearing and approximate distance (in nautical miles) to the first mark may be indicated at or before the warning signal.

COURSE	all marks to be rounded and left to port
A	Start to 1 to 2 to 3 through LINE to 1 to 3 through LINE to 1 to 3 to Finish
B	Start to 1 to 3 through LINE to 1 to 3 through line to 1 to 3 to Finish
C	Start to 1 to 3 through LINE to 1 to 3 to Finish
D	Start to 1 to 2 to 3 through LINE to 1 to 3 through LINE to 1 to 2 to 3 to Finish

MARKS (Marks may have sponsor logos fitted)

- 1 Orange inflatable buoy laid to windward of the Start Line
- 2 Orange inflatable buoy laid approximately 45 degrees to a line between marks 1 & 3
- 3 Orange inflatable buoy laid to leeward of the Start Line

CHANGE OF COURSE Yellow Inflatable buoy