



  
**KING  
OF THE  
DERWENT**

2 January 2025

**NOTICE OF RACE**

PROUDLY SPONSORED BY



Organising Authority:



## 1. INVITATION

The Derwent Sailing Squadron, as the Organising Authority (OA), invites entries from the owners of eligible boats to compete for prestigious trophies in the King of the Derwent Yacht Race, proudly sponsored by Innovative Electrical, on 2 January 2025, starting at 14:00 Australian Eastern Daylight Time (AEDT).

## 2. RULES

### 2.1. GENERAL RULES

Except as amended by this Notice of Race (NoR) and/or the Sailing Instructions (SI), the race will be governed by:

- i. The Racing Rules of Sailing 2025-2028 (RRS), as defined by World Sailing (WS);
- ii. the current IRC Rules Parts A, B and C;
- iii. the current ORC Rating System Rules;
- iv. RRS Appendix T, Arbitration will apply;
- v. the prescriptions and special regulations of Australian Sailing (AS Special Regulations). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted; and
- vi. current regulations (where applicable) of the TASPORTS Corporation Pty Ltd so far as they relate to the Port of Hobart.

### 2.2. CHANGES TO THE RULES

2.2.1. In all rules governing this regatta:

- i. ~~[DP] denotes a rule for which the penalty is at the discretion of the protest committee. This changes RRS 64.2.~~
- ii. [SP] denotes a rule for which a standard penalty may be applied by the race committee without a hearing. This changes RRS A5.
- iii. [NP] denotes a rule that shall not be grounds for protest by a boat. This changes RRS 60.1~~(a)~~.

2.2.2. The RRS are amended as follows:

- i. RRS 41 is changed that 'whilst racing a boat may retrieve data from any page of the event or DSS Websites, even if that page is not publicly available'.

- ii. RRS 52 is changed to:
  - allow adjustment of movable ballast or canting keels on any boat and the use of stored power to do so; and/or
  - to allow the use of stored power for sail handling and sail trimming on any boat.
- iii. RRS 55.1 and 55.2 are changed so that fixed and retractable spinnaker poles and bowsprits are permitted for the purpose of setting asymmetrical spinnakers.
- iv. RRS 63.1 and A5.1 are changed by adding the following to each:
  - The Race Committee may apply penalties without a hearing to boats which infringe the SI relating to keeping clear of start and finish lines. Penalties shall be as specified in the SI.
- v. RRS ~~64-260.5(c)~~ is changed so that penalties arising from protests will be at the discretion of the Protest Committee and may be less than disqualification.

### 3. AMENDMENTS

Amendments will be published on the Official Notice Board (ONB) found on the regatta website [<HERE>](#). A notice of an amendment will be sent to boats that have commenced the entry process.

### 4. SAILING INSTRUCTIONS

SI's will be available at the DSS or online at the link [<HERE>](#) by no later than Friday 28 December 2024.

### 5. COMMUNICATIONS

- 5.1. The ONB will be online at the event website [<HERE>](#)
- 5.2. [DP] While racing, except in an emergency, a boat shall not make voice or data transmissions and shall not receive voice or data communication that is not available to all boats.
- 5.3. [NP] On the water, the race committee may make courtesy broadcasts to competitors on VHF radio. The operating channel will be stated in the SIs.

### 6. ELIGIBILITY AND ENTRY

- 6.1. The race is open to monohull boats which have competed in the 2024 Willie Smith's Launceston to Hobart Yacht Race, 2024 Melbourne to Hobart Yacht Race or the 2024 Rolex Sydney to Hobart Yacht.

6.2. The Race Committee may additionally accept the entry of any monohull 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.

6.3. Boats shall comply with AS Special Regulations for Race Category 5.

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

- i. Boats entering IRC must have a current valid endorsed IRC certificate.
- ii. Boats entering ORC<sub>c</sub> must have a current, valid audited (AS ORC<sub>c</sub> Measurer audited) ORC<sub>c</sub> certificate or a current, valid ORC<sub>i</sub> 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.

6.5. Crew Declaration.

6.5.1. A boat shall submit a Crew Declaration via TOPYACHT before its group's race warning signal.

6.5.2. 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
- iii. Australian Sailing Number in accordance with NoR 6.7.

6.6. Boats that do not comply with NoR 6.5.1 and NoR 6.5.2 will be scored DSQ without a hearing. This changes A5.1 RRS.

6.7. All participating crew members shall be a member of a club affiliated to AS or hold a valid SailPass <[HERE](#)>, or if an international competitor, be a member of a club affiliated to a WS recognised Member National Authority.

6.8. The OA reserves the right to accept or reject any entry.

6.9. Boats wishing to enter IRC or ORC<sub>c</sub> shall hold a valid IRC and/or ORC<sub>c</sub> Rating Certificate.

## 7. FEES AND DOCUMENTATION

7.1. Entries shall be made online through the TOPYACHT entry system found <[HERE](#)> by no later than 11:00hrs on 2 January 2025.

## 7.2. Race entry

- i. Entry Fee \$60
- ii. Handicap Category Fee \$20 Per Handicap Category (IRC, ORCc)
- iii. Entrants in the 2024 Willie Smith's Launceston to Hobart Yacht Race: no additional cost

7.3. The following document shall be uploaded via the TOPYACHT entry system no later than 11:00hrs on 2 January 2025:

- i. A self-assessed AS Special Regulations Equipment Audit Form for Category 5.

## 8. DIVISIONS

8.1. A boat will be automatically entered into the Performance Handicap (PHS) Division.

- 8.1.1. The OA will allocate PHS handicaps before the race. [NP] The OA's choice of handicap is final and shall not be grounds for protest.

8.2. In addition, a boat may enter one or more of the following Handicap divisions:

- 8.2.1. IRC - A boat may only enter the IRC handicap class if the boat has a current IRC Certificate.
- 8.2.2. ORCc - A boat may only enter the ORCc handicap class if the boat has a current ORC certificate.

## 9. ADVERTISING

9.1. [NP][SP] Boats may be required to display advertising chosen and supplied by the OA.

9.2. Any sponsor or division flags will be distributed to competitors prior to racing.

## 10. SCHEDULE OF EVENTS

- i. Schedule:

Date	TIME	EVENT
Thursday 2 January 2025	11:00 hrs	Entries Close
	13:55 hrs	1 <sup>st</sup> Warning Signal
	18:00 hrs Approximately	Prize Presentation

## 11. RACING AREA

Racing will be conducted on the waters of the River Derwent.

## 12. COURSES

As described in the SI's.

## 13. PENALTY SYSTEM

RRS 44.1 is changed so that only a one (1) turn penalty, including one (1) tack and one (1) gybe is required, except for infringements that occur within the "zone" of a rounding mark.

## 14. SCORING

### 14.1. OVERALL WINNER

The overall winner of the 2025 King of the Derwent will be the boat that wins the overall IRC handicap class subject to NoR 14.3.

### 14.2. LINE HONOURS

Subject to NoR 14.3, the boat with the lowest elapsed time shall be scored first in line honours and other boats shall be ranked accordingly.

### 14.3. ALL SCORING

14.3.1. Scoring penalties will be applied when determining a score.

14.3.2. Time penalties and/or redress will be applied when determining a score and elapsed time.

14.3.3. Boats scored in a division of the IRC handicap class will also be scored in the overall IRC handicap class result.

### 14.4. IRC HANDICAP CLASS

14.4.1. Results will be calculated by the application of a boats IRC Time Corrector (TCC) as a multiplier of elapsed time. For the purpose of clarity, the Non-Spinnaker TCC that appears on the same certificate shall not be used.

14.4.2. Subject to NoR 14.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

### 14.5. ORC<sub>c</sub> HANDICAP CLASS

14.5.1. Results will be calculated by the application of a boats all-purpose time-on-time single number scoring option as printed on each boat's ORC<sub>c</sub> Certificate, as a multiplier of elapsed time. For the purpose of clarity a boat's ORC<sub>c</sub> Non Spinnaker Certificate shall not be used.

14.5.2. Subject to NoR 14.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

#### 14.6. PHS HANDICAP CLASS

14.6.1. Results will be calculated by the application of a boats Time Correction Factor (TCF's) as a multiplier of elapsed time.

14.6.2. A boat's TCF will be determined by the OA. The determination of the TCF will not be subject to protest or redress (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).

14.6.3. Subject to NoR 14.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

#### 15. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone'. By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden change of weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

#### 16. SAFETY

16.1. The boats shall comply with the AS Special Regulations of Race Category 5.

16.2. The person in charge of the boat must give way to a vessel that is under pilotage as per regulation 29 of the Marine and Safety (Pilotage and Navigation) Regulations 2017.

#### 17. INSURANCE

The owner or charterer of a boat shall hold a marine legal liability insurance policy with respect to the boat current when racing, with a sum insured of not less than A\$10 million (or such higher amount as the owner/charterer considers appropriate having regard to the size and type of boat, the number of crew and the conditions it may encounter during the event, or its equivalent in another currency).

#### 18. PRIZES

18.1. Overall divisional prizes and trophies will be won by the boats with the lowest corrected handicap times.

18.2. The overall King of the Derwent prize will be awarded in IRC.

18.3. Additional prizes may be awarded but the OA reserves the right to vary the number of trophies awarded based on the number of entries:

- i. Five (5) entries                      1st
- ii. Six (6) to nine (9) entries        1st and 2nd
- iii. Ten (10) or more entries        1st, 2nd and 3rd

18.4. The official presentation of trophies and prizes will be on the lawns of the Derwent Sailing Squadron on the 2 January 2025 at approximately 18:00.

## 19. MEDIA RIGHTS

19.1. Participants at this event automatically grant to the OA and the sponsors of the event, the right in perpetuity, to make use and show from time to time and at their discretion, any motion pictures, still pictures and live, taped or film television and other reproductions of them during the period in which they participate, and in all material related to the event without compensation.

19.2. Boats may be required to carry cameras, sound equipment or positioning equipment as specified by the OA.

19.3. Competitors may be required for media interviews or press conferences at the regatta.

## 20. PRIVACY NOTICE

Personal information about crew members is obtained in the crew lists for use in case of emergency. If necessary, the information will be provided to 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 OA.

## 21. LIABILITY DISCLAIMER

21.1. The OA, its executives, boards, servants and agents and all other parties involved with the conduct and organisation of the 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 NoR and by the SI's.

21.2. The OA is not responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.

21.3. The OA reserves the right to refuse or withdraw any entry.



## FURTHER INFORMATION

For further information please contact:

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