



SAILING INSTRUCTIONS

Saturday 23 November 2024

PROUDLY SPONSORED BY



Organising Authority:

DERWENT SAILING SQUADRON INC.

1. RULES

The race will be governed by the rules, as defined in The Racing Rules of Sailing 2021-2024 (RRS) of World Sailing, including appendix WP of World Sailing (attached to these Sailing Instructions as Appendix B): except as amended by these Sailing Instructions (SI) and by the current versions of:

- a. the IRC Rules 2024 Parts A, B and C;
- b. the ORC Rating System Rules 2024; and
- c. the prescriptions and special regulation of Australian Sailing (AS Special Regulations) (a copy of which may be found at <https://www.sailingresources.org.au/safety/specialregs/>). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.

2. CHANGES TO SAILING INSTRUCTIONS

Changes to these SI, if any, shall be made in accordance with RRS 90.2 (c) and changes will be posted no later than four (4) hours prior to the starting signal of the race.

3. COMMUNICATION

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

3.2. Reporting at Start.

3.2.1. A Boat intending to start shall report to the race officials on the Race Committee signal vessel Boat between 08:00 and 08:40 on 23 November 2024. The reporting at start procedure shall be:

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

- i. have its trysail or complying mainsail and storm jib or heavy weather jib set;
- ii. call the Race Committee signal vessel on VHF 81 confirming the following information:
 - ✓ Boat Name
 - ✓ Sail Number
 - ✓ People on Board

iii. the Committee Boat will confirm that AIS is transmitting and the boat shall receive VHF acknowledgement from the Committee Boat that the boat is a confirmed starter.

3.2.2. Boats that fail to satisfactorily complete SI 3.2.1 will be scored DNS (Did Not Start). This changes RRS 63.1 and RRS A5.

3.3. Routine schedules (VHF Channel 81)

3.3.1. 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.

3.3.2. 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.

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

3.3.4. 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.

3.3.5. 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).

3.4. Radio Schedules – Position Report Schedules

DATE	TIME	ACTION	FREQUENCY	STATION
23 Nov 24	08:00	Pre-race sign in	VHF 81	DSS Race Committee signal vessel
23 Nov 24	15:05	Routine Schedule	VHF 81	DSS Race Control
23 Nov 24	23:05	Routine Schedule	VHF 81	DSS Race Control
24 Nov 24	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.

3.5. Radio Failure

3.5.1. 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 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.

4. SCHEDULE OF RACE

DATE	TIME	ACTION
22 Nov 24	17:30	Compulsory Pre-Race Briefing at DSS
23 Nov 24	08:00 – 0840	Reporting to Start, Radio Check & AIS Check
23 Nov 24	8:55	Warning Signal

5. COURSE

5.1. 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.

5.2. Course descriptions:

5.2.1. Course 1 (Numeral Pennant 1)

Start – WP1 – WP2 – Finish. Marks to Starboard.

5.2.2. Course 2 (Numeral Pennant 2)

Start – WP2 – WP1 – Finish. Marks to Port.

6. MARKS

6.1. Mark Descriptions

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

6.1.1. **WP1.** Waypoint at Latitude 43°16.2'S Longitude 147°48.0'E. Approx. 2 nm S of Cape Raoul.

6.1.2. **WP2.** Waypoint at Latitude 43°21.8'S Longitude 147°25.3'E. Approx. 2 nm E of Fluted Cape.

7. THE START AND STARTING SIGNALS

7.1. Start Line

- 7.1.1. The name of the Race Committee signal vessel will be listed on the start sheet.
- 7.1.2. The Race Committee signal vessel will be moored in the vicinity of the Derwent Sailing Squadron permanent orange D mark 0.5 nm NE of Wrest Point.
- 7.1.3. The Starting Line will be between an orange flag on the Race Committee signal vessel and an orange inflatable buoy.
- 7.1.4. 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.

7.2. Boats intending to start shall report to the Race Committee signal vessel in accordance with SI 3.2.

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

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

7.5. The Race is scheduled to start at 09:00 on 23 November 2024 with the warning signal scheduled at 08:55.

8. RECALL

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.

9. BOATS ARRIVING LATE

9.1. Boats that start more than thirty (30) minutes after the starting signal will be scored DNS, unless the Race Committee deems otherwise.

9.2. 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.

10. THE FINISH AND FINISH LINE

10.1. The Finishing Line will be between the flagpole on the finish box on Castray Esplanade and an orange flag mark set approximately 100 metres in an easterly direction from the finish box.

After sunset the flag mark will display a flashing white light (flash rate: 1.5 seconds).

10.2. In the event of a boat finishing during the hours of darkness the sail number must be illuminated on the port side of the boat. Competitor shall notify the Race Committee by radio (VHF Channel 81), as they are approaching the finish line, the name of their boat and sail number.

10.3. Boats shall record their finish times.

11. TIME LIMIT

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

11.2. 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, within 2 hours of finishing.

12. PROTESTS, REDRESS AND PENALTIES

12.1. 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.

12.2. 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.

12.3. 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.

13. BOATS RETIRING

13.1. 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(c), whereby a report will be made to the Protest Committee requesting action under RRS 69.2.

13.2. A boat that retires shall continue to comply with SI 3.4. until it reaches port.

14. TEMPORARY DISCONTINUANCE FROM RACING

14.1. RRS 45 shall not apply to a boat sheltering from extreme weather conditions

14.2. 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 Form will be lodged in accordance with SI 15, 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.

15. DECLARATIONS (AMENDS RRS 63.1)

15.1. A boat shall lodge a Declaration Form 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 14; 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 11.2; or
- vi. the boat fails to report in at a position sked; or
- vii. any other notable/extraordinary circumstance.

15.2. Declaration Forms as required by SI 15.1 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 within 12 hours of the boat finishing the race.

16. ROUNDING MARK EVIDENCE

16.1. Boats shall provide evidence of rounding the waypoints to the Sailing Office by emailing sailing@dssinc.org.au within 12 hours of a boat finishing the race.

16.2. Each waypoint has an associated rounding/passing quadrant defined as the area enclosed between two bearing lines (with 90° between them) extending from the waypoint. The bearing lines are specified with each waypoint designated in these sailing instructions.

- i. A boat that provides a valid GPS fix within this quadrant is deemed to have rounded or passed the waypoint on the correct side.

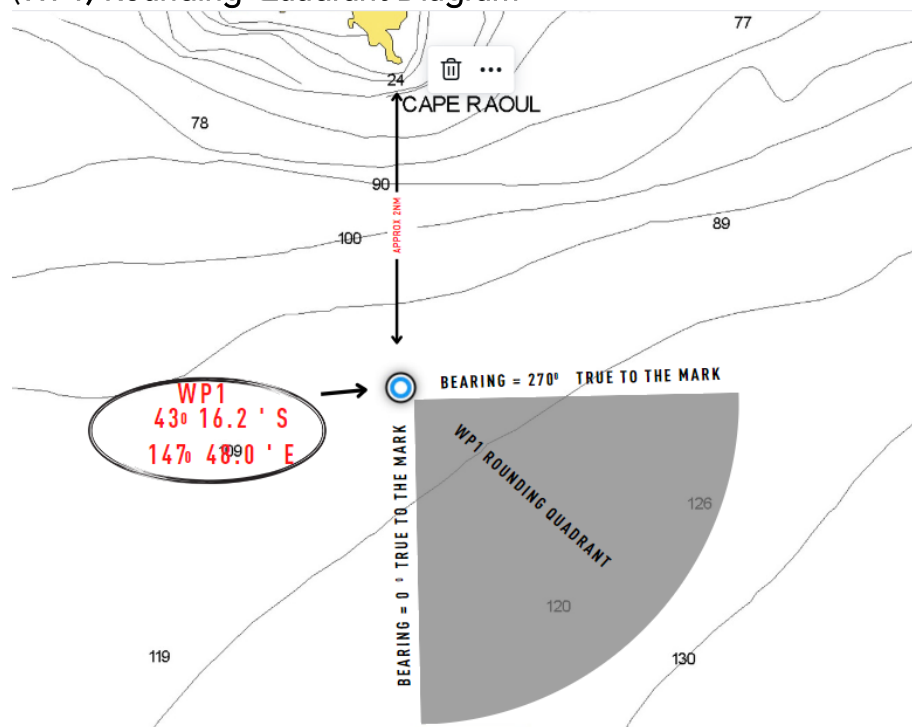
The GPS fix shall include the following data:

- a. the boats position (latitude and longitude);
 - b. the boats heading or COG at the time of the GPS fix; and
 - c. the time of the GPS fix.
- ii. Alternatively, a boat may provide evidence in the form of a screenshot showing the position of the waypoint (longitude and latitude) and the track of the boat passing the waypoint on the correct side. The screen shot shall also include the time the screenshot is taken.

16.2.1. Evidence as required in 18.1.1 (i) or 18.1.1 (ii) may be taken directly from the boat's instruments or a photograph of the boat instruments.

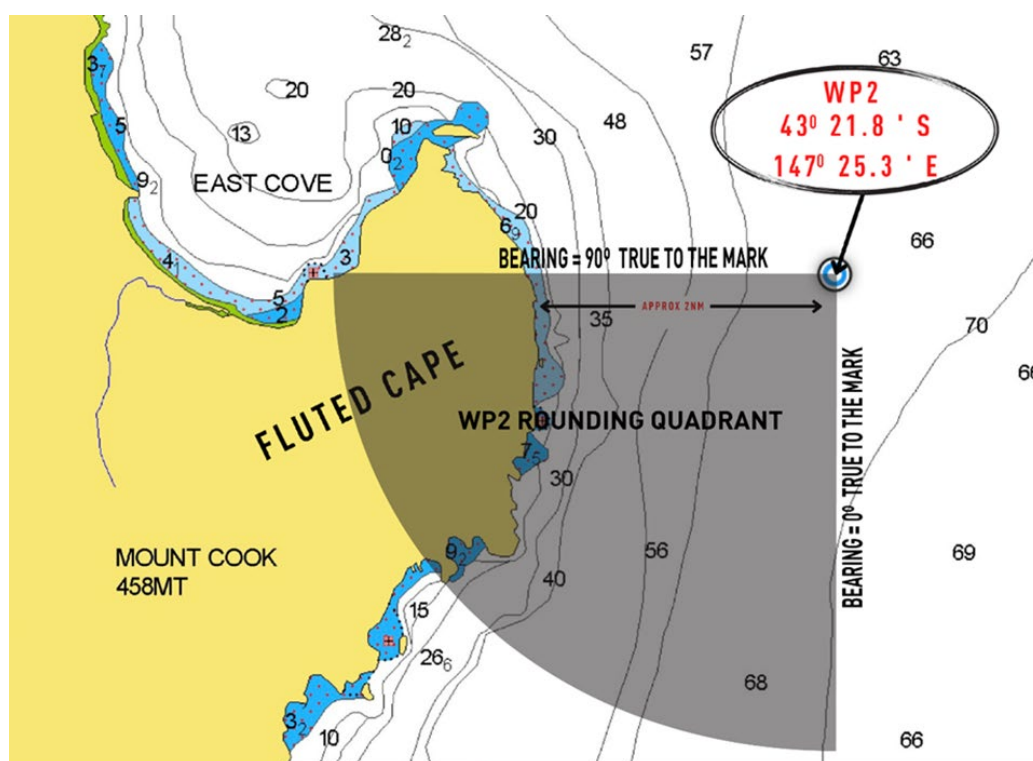
16.2.2. The rounding quadrant for **WP1** is defined as the area enclosed between the two bearing lines of 270° and 0° True to the waypoint.

Way Point 1 (WP1) Rounding Quadrant Diagram



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

Way Point 2 (WP2) Rounding Quadrant Diagram



16.3. A boat that fails to meet SI 16.1 will be scored DNF (Did Not Finish).

17. RESPONSIBILITY

17.1. All those taking part in the race do so at their own risk and responsibility. The 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.

17.2. 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).

17.3. Boats should note the International Aeronautical and Maritime Search & Rescue Manual Vol. III.

17.4. 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.

18. 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.**

19. INSURANCE

The owner or charterer of a boat shall hold a current marine legal liability insurance policy with respect to the boat 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 race, or its equivalent in another currency). The insurance policy shall state that the boat is covered for the 2024 Two Capes Race or that it is covered for yacht races of a length greater than 82 nautical miles.

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

APPENDIX WP

RULES FOR WAYPOINTS

When stated in the notice of race, races shall be sailed under The Racing Rules of Sailing as changed by this appendix.

Version May 2021.

WP1 CHANGES TO THE DEFINITIONS

WP1.1 The definition *Mark* is changed to:

Mark An object or *waypoint* the sailing instructions require a boat to leave on a specified side, a race committee vessel surrounded by navigable water from which the starting or finishing line extends, and an object intentionally attached to the object or vessel. However, an anchor line is not part of the *mark*.

WP1.2 Add new definition *Waypoint*:

Waypoint A geographic position on the surface of the water defined by WGS 84 latitude and longitude coordinates expressed in degrees decimal minutes (DDM).

WP1.3 The definition *Zone* is changed to:

Zone The area around a *mark* within a distance of three hull lengths of the boat nearer to it. The area of the *zone* at a *mark* that is a *waypoint* may be changed in the notice of race or sailing instructions. A boat is in the *zone* when any part of her hull is in the *zone*.

Note: Approved as an appendix to be placed on the World Sailing website. The appendix may be amended with the approval of the World Sailing Racing Rules Committee.

Guidance notes for race organizers are available at
<http://www.sailing.org/documents/racingrules/experimental-rules.php>