C&H WARD Plumbing

BRIDGE TO BRIDGE STERN CHASER RACE 12.12.2026

NOTICE OF RACE

Saturday 12 December 2026

ORGANISING AUTHORITY

DERWENT SAILING SQUADRON

The 2026 Bridge to Bridge Race, proudly sponsored by C & H Ward Plumbing, will be conducted on the waters of the River Derwent. Owners and charterers of eligible boats are invited to enter under the conditions outlined

in this Notice of Race (NoR). The race is organised and conducted by the Derwent Sailing Squadron, the Organising Authority (OA).

1. RACE

1.1. The race will be conducted on the waters of the River Derwent and the start will be in the vicinity of the DSS permanent mark.

1.2. The race will be conducted in a stern chaser format, with boats allocated to starting groups in accordance with NoR 5. The race will be scored using PHS in accordance with NoR 6.

1.3. The first warning signal for the first starting group will be no earlier than 12:55, with the first starting signal no earlier than 13:00. The allocated starting time for each group will be published in accordance with NoR 5.2.

1.4. The course description will be detailed in the SIs.

2. RULES

2.1. GENERAL

2.1.1. The race will be governed by the current versions of:

- the rules, as defined in The Racing Rules of Sailing 2025-2028 (RRS) of World Sailing, except as changed by this NoR and/or the SIs.
- the current version of 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;
- The International Regulations for Preventing Collisions at Sea. 1972 (ColRegs).

2.1.2. Boats shall comply with AS Special Regulations Part 1, Category 7, including any amendments in force at the time of the race.

2.1.3. Under World Sailing Development Rule DR21-01 (Version 3 – January 2025), change the definition of Start as follows:

- **Start** A boat *starts* when its hull having been entirely on the pre-Start side of the starting line and having complied with rule 30.1, if it applies, any part of its hull crosses the starting line from the pre-Start side to the course side either;
    a. at or after its starting signal; or
    b. during the last minute before the starting signal.
- When a boat starts in accordance with item (b) of the definition of Start, she may return to the pre-Start side of the line to comply with item (a) of the definition of *Start*, if it does not the starting penalty shall be: 2 minutes added to its elapsed time.

2.1.4. ANCHORS - While racing, boats shall not allow deck-stowed anchors to protrude outside of the hull limits. Anchors which are stowed as an integral part of the bowsprit and whose shaft is secured within a slot on the boat are permitted.

2.1.5. Changes to RRS:

a. RRS A5.1 is changed by adding the following "The Race Committee may apply penalties without a hearing to boats which infringe the SIs relating to keeping clear of start and finish lines. Penalties shall be as specified in the SIs."

b. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.

c. RRS 52 is modified:

i. to allow adjustment of movable ballast or canting keels on any boat and the use of stored power to do so;

ii. to allow the use of stored power for sail handling and sail trimming on any boat; and

iii. to allow self-steering equipment to be used by boats granted dispensation to sail with 2 crew on board (NoR 2.1.7).

2.1.6. Protest Arbitration - Appendix T of the RRS applies.

2.1.7. The minimum number of adult crew to be on board shall be three (3) unless dispensation is sought in writing to and granted from the OA before the race.

2.2. TIME LIMIT

Boats that have not finished by 16:30 will be scored DNF without a hearing. This changes RRS 35, A5.1 and A5.2.

2.3. AMENDMENTS

The OA reserves the right to amend this NoR. Amendments will be published on the Official Notice Board and on the events website found <HERE>. A notice of an amendment will also be sent to boats that have commenced the entry process.

2.4. COMMUNICATION

2.4.1. The Official Notice Board will be the online noticeboard, which can be found on the event webpage <HERE>. Notices may be additionally posted on a notice board situated in the window adjacent to the front entrance of the Derwent Sailing Squadron in Sandy Bay.

2.4.2. The Race Committee may make courtesy broadcasts to competitors on VHF radio. The VHF channel for these broadcasts will be advised in the SIs.

2.5. SAILING INSTRUCTIONS

The SIs will be available on the event website <HERE> no later than 17:00 Friday 11 December 2026. Printed copies will be available from the office at the Squadron from this date.

2.6. PROTEST COMMITTEE

The OA will appoint a Protest Committee.

3. ELIGIBILITY

3.1. Entry is open to owners of boats affiliated with Australian Sailing. Entries are accepted at the absolute discretion of the OA.

3.2. Crew Declaration.

3.2.1. For this race a boat shall, prior to their Warning Signal, submit a Crew Declaration via TopYacht.

3.2.2. The Crew Declaration shall confirm that the boat intends to race and shall include required details of persons on board as follows:

a. Name;

b. Contact phone number; and

c. Australian Sailing Number in accordance with NoR 3.3.

3.2.3. Boats that do not comply with NoR 3.2.1 and NoR 3.2.2 will be scored DSQ without a hearing. This changes RRS A5.1 and A5.2..

3.3. 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 hold a valid Sail Pass.

3.4. The OA reserves the right to accept, reject or cancel any entry.

4. ENTRY

4.1. Entries should be lodged via the OA's website <HERE> by no later than 17:00 on Thursday 10 December 2026.

4.2. No entry will be deemed to have been accepted until approved by the OA and until a self-assessed Australian Sailing (AS) 2025-28 Special Regulations Equipment Audit Form for Category 7 Monohull or Multihull, or a valid SB20 Australia - SB20 Equipment Audit Form, for an SB20 entry, has been lodged with the OA.

4.3. Boats may enter as Spinnaker or Non-Spinnaker.

4.4. Entry fees

4.4.1. The following fee shall be paid in full by 17:00 on Thursday 10 December 2026.

Entry fee: $20

4.4.2. Entry fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

5. GROUP ALLOCATION

5.1. Boats will be divided into starting groups with the slowest group of boats commencing first and progressively faster groups of boats subsequently starting at five (5) minute intervals after.

5.2. The composition of each group and allocated starting time will be displayed on the Official Notice Board from 16:00 on Friday, 11 December 2026.

5.3. Each boat will be allocated an individual PHS Time Correction Factor (TCF). The time difference between a boat's allocated starting time and the first starting time will be taken into account when calculating the boat's overall corrected time in accordance with NoR 6.

5.4. The order in which boats cross the finishing line will not determine the final race result.

6. SCORING

6.1. The race shall be scored using the Performance Handicap System (PHS).

6.1.1. Each boat will be allocated a Time Correction Factor (TCF) determined by the Organising Authority.

6.1.2. A boat shall not protest the determination of a TCF. This changes RRS 60.1.

6.1.3. The boat with the lowest corrected time will be scored first, and all other boats shall be ranked accordingly.

7. PRIZES

Prizes will be awarded at the Derwent Sailing Squadron at the conclusion of racing.

8. SAFETY

8.1. The attention of all persons taking part in the Bridge to Bridge is drawn to the requirement to be aware of the application of the Marine Safety (Misuse of Alcohol) *Act 2006*.

8.2. It is also recommended that entrants have a Man Overboard procedure that crew members have practiced.

8.3. Boats must report any serious on-water incidents to the Race Officer/OA as soon as practical (for example man overboard, collision, grounding or crew injury).

8.4. Attention is also drawn to the requirement for boats to keep well clear of vessels under pilotage especially vessels proceeding through the Tasman Bridge.

9. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue racing is hers alone'. By participating in this race 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.

10. 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).

11. MEDIA RIGHTS

The owner or charterer of a competing boat and all crew members shall grant the OA unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any medium, names, images, data of the crew and still and moving images of the boat and its crew prior to, during and after the race.

12. LIABILITY DISCLAIMER

12.1. All persons taking part in this race, whether as entrants or otherwise, do so at their own risk and responsibility. Attention is drawn to RRS3 – Decision to Race.

12.2. The OA, its executives, boards, servants and agents and all other parties involved with the conduct and organisation of the Bridge to Bridge 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 this race covered by this NoR and by the SIs.

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

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

13. 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.

14. FURTHER INFORMATION

Derwent Sailing Squadron – 23 Marieville Esplanade, Sandy Bay, Tasmania, 7005

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