



NOTICE OF RACE

Saturday 7 November 2026

ORGANISING AUTHORITY



The 2026 Two Capes Race, proudly sponsored by Rest Energy Tasmania, will be conducted on the waters of the River Derwent and Storm Bay. 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 is approximately 82 nautical miles.
- 1.2. The start of the race will be in the vicinity of the DSS Permanent Mark situated on the River Derwent (D Mark).
- 1.3. The finish will be off Castray Esplanade in the River Derwent, Hobart.
- 1.4. Virtual turning marks will be used south of Cape Raoul and east of Fluted Cape. The direction of the race will be determined by the Race Director.
- 1.5. The Warning Signal for the race will be at 08:55 Australian Eastern Daylight Time (AEDT) on Saturday, 07 November 2026.

2. RULES

2.1. GENERAL

The race will be governed by the rules, as defined in The Racing Rules of Sailing 2025-2028 (RSS) of World Sailing, including: except as amended by this Notice of Race (NoR) and/or the Sailing Instructions (SI). The race will be governed by:

- a. the current IRC Rules 2026 Parts A, B, and C;
- b. the current ORC Rating System Rules 2026; and
- c. the prescriptions and special regulations of Australian Sailing ((AS)Special Regulations) a copy of which may be found [<HERE>](#). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted.

2.2. 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.

2.3. OFFICIAL NOTICE BOARD

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 Squadron in Sandy Bay.

2.4. SAILING INSTRUCTIONS

The SI will be available on the event website [<HERE>](#) no later than 17:00 Friday 06 November 2026. Printed copies will be available from the office at the Squadron from this date.

2.5. PROTEST COMMITTEE

The OA will appoint a Protest Committee.

3. ELIGIBILITY

3.1. BOAT

A boat shall:

- a. be single hulled or multihulled, subject to approval at the absolute discretion of the OA;
- b. have a:
 - i. hull length (as defined in The Equipment Rules of Sailing of World Sailing and referred to in IRC as "LH" and ORC / IMS as "LOA") of not more than 30.48 metres if entered as a fully crewed boat (NoR 3.3.1) and not more than 19.90 metres if entered as a two-handed boat (NoR 3.3.2);
 - ii. hull length of not less than 8.5 metres for monohull boats or 8.2 metres for multihulls;
 - iii. be built in accordance with AS Special Regulation Part 1, 3.01 and 3.02;
 - iv. conform with the stability requirements as defined by the AS Special Regulations 3.04 and 3.05, as applicable, for Category 3 races;
 - v. comply with the AS Special Regulations for Race Category 3 and additional requirements as referenced in NoR 7.3;
 - vi. have a crew that satisfies the requirements of NoR 3.3;
 - vii. perform a pre-race radio check on VHF Channel 81 in accordance with the SI. Boats not recorded as having an adequate radio signal strength will be ineligible to start; and
 - viii. notwithstanding 3.1.b (ii), should a strong wind warning by the Australian Bureau of Meteorology be current across the race area and for the period of the race, a multihull shall not start.

3.2. HANDICAP CLASSES

3.2.1. A boat will be automatically entered into the Performance Handicap System (PHS) class;

- a. 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 ORCc must have a current, valid audited (AS ORCc Measurer audited) ORCc 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.

3.2.2. A two-handed division will be created subject to there being three (3) or more entries in that division.

3.2.3. The OA may create divisions within handicap classes and allocate boats to divisions within a handicap class at its sole discretion. The composition and allocation of boats into divisions shall not be subject to protest or grounds for redress.

3.3. CREW.

3.3.1. Fully Crewed Boats

- a. A boat shall have a minimum crew of four (4) for a fully crewed boat;
- b. All crew shall meet the requirements of World Sailing Regulation 19 (World Sailing Eligibility Code) and shall be a current financial member of an Australian Sailing (AS) affiliated club. A temporary AS SailPass membership will NOT be accepted for this event;
- c. The majority of crew on a boat shall be 18 years of age or over;
- d. It is recommended that crew under the age of 18 years have a current AS Safety & Sea Survival certificate (or equivalent);
- e. Crew under the age of 18 years shall carry a Personal Location Beacon (PLB) and an AIS MOB Beacon at all times (this changes Special Regulation 5.05.1(b)). AIS MOB MMSI and PLB HEX IDs must be provided as part of the offshore crew online entry documentation.
- f. It is recommended that crew under the age of 18 wear a life jacket at all times;
- g. Crew under the age of 18 years shall provide a signed parental consent form and evidence to the OA confirming sailing experience found [HERE](#). The OA may, in its absolute discretion, refuse to allow any crew member aged less than 18 years of age to participate in the race;
- h. At least two (2) of the crew on the boat shall have completed a Category 3 race. Particulars shall be supplied on the Declaration of Crew Experience to be provided under NoR 3.4.1(o);
- i. At least two (2) crew members on the boat shall hold a Short-Range Operators Certificate of Proficiency (SROCP) in Radio Telephony issued by the relevant authority, or a higher qualification. Crew's relevant certificates shall be provided under NoR 3.4:
- j. At least two (2) crew members shall:
 - i. be a practicing medical practitioner; or
 - ii. hold a current Senior First Aid Certificate (Apply First Aid/Provide First Aid); or
 - iii. hold a First Aid qualification that the OA considers is equivalent at least to NoR 3.3.1(j)(ii); and
 - iv. crew's relevant qualification shall be provided under NoR 3.4;
- k. At least two (2) crew members on the boat shall have a current AS Safety and Sea Survival Certificate or an approved equivalent. It is however recommended that 50% of the crew hold such a certificate. Crew's relevant certificates shall be provided under NoR 3.4;
- l. It is recommended that the skipper or second in charge hold a recognised AS certificate (or equivalent) of at least Offshore Skipper certification.

3.3.2. Two-Handed Boats

- a. A boat shall have two (2) crew for a two-handed boat;
- b. Both crew members shall meet the requirements of World Sailing Regulation 19 (World Sailing Eligibility Code) and be a financial member of an AS affiliated club. A temporary AS SailPass membership will NOT be accepted for this event;
- c. Both crew members shall be 18 years of age or over;
- d. In the last past 12 months, both crew members shall have completed a Category 3 race or passage that the OA deems equivalent. This can be on a fully crewed boat. Particulars shall be supplied on the Declaration of Crew Experience to be provided under NoR 3.4;
- e. Both crew members shall comply with NoR 3.3.1 i, j and k; and
- f. It is recommended that at least one (1) crew member holds a recognised AS certificate (or equivalent) of at least Offshore Skipper certification.
- g. Both crew members shall comply with Special Regulation 5.05.1 (c). AIS MOB MMSI and PLB HEX IDs must be provided as part of the offshore crew online entry documentation.

3.4. ENTRY, DOCUMENTATION AND FEES

3.4.1. A boat shall complete the entry form (including the Conditions of Entry) through the online entry system found [<HERE>](#) before 17:00 on Friday, 30 October 2026.

- a. Entries after this date will only be accepted on the absolute discretion of the OA and will be subject to a late entry fee of \$100;
- b. The following documentation shall be uploaded to Race Docs in TopYacht before 17:00 on Friday, 30 October 2026;
 - i. Audited AS Special Regulations Equipment Audit Form for Category 3 Monohull or Multihull plus additional requirements in accordance with NoR 7.3;
 - ii. Current keel and rudder inspection certificate (refer Special Regulations 3.02.4 to 3.02.6);
 - iii. Verification of stability by declaration or equivalent (refer NoR 3.1.iv);
 - iv. Inflatable lifejacket service certificates should be collectively merged into one document (AS Special Regulations 5.01.5), (refer NoR 7.3.1.c);
 - v. Lifejacket declaration (appendix A);
 - vi. AMSA Beacon Letter confirming current registration for 406 MHz Distress Beacon (EPIRB) (AS Special Regulations 4.18);
 - vii. Insurance Certificate of Currency with details of the cover and the insurer (refer NoR 12);
 - viii. Current registration confirmation for PLB's and AIS personal crew overboard beacons;
 - ix. IRC and/or ORCc Certificates, as applicable (refer NoR 3.2);
 - x. AS Safety and Sea Survival Certificates or acceptable equivalent (refer NoR 3.3.1.k);
 - xi. Senior First Aid Certificate or equivalent (refer NoR 3.3.1.j);

- xii. Short-Range Operators Certificate of Proficiency (SROCP) in Radio Telephony or acceptable higher qualification (refer NoR 3.3.1.i); and
- xiii. Parental consent form and evidence for crew members under the age of 18 years (refer NoR 3.3.1.g).
- xiv. Offshore Race Crew declaration to be completed via TopYacht before 17:00 on Tuesday 03 November 2026.

3.4.2. The boat is responsible to ensure that the documentation is received by the OA by the due date. Entries after the due date will attract a late entry fee and will be required to provide Race Docs and Offshore Race Crew declaration at the time of entry. The decision to accept a late entry will be at the absolute discretion of the OA.

3.4.3. Entry Fees

- a. The following fees shall be paid in full by 17:00 on Friday 30 October 2026 or an additional late fee shall be applied for entries accepted by the OA after this date.
 - i. Entry Fee: \$100
 - ii. Handicap Class Fee: \$30 Per Handicap Class
 - iii. Late Entry Fee: \$100 Additional entries received after 17:00 on 30 October 2026
- b. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request).

4. CHANGES TO SUPPLIED DOCUMENTATION

- 4.1. The OA will not accept a change to a boat's IRC or ORCc certificate after 17:00 on Friday 30 October 2026 except as a result of a rating protest or to correct a rating office error.
- 4.2. A boat shall promptly inform the OA of any change to the documentation required in NoR 3.4.1.b.
- 4.3. The OA may accept changes to documentation required in NoR 3.4.1.b after the required lodgement date, subject to any conditions that the OA may impose at its absolute discretion.
- 4.4. A boat's Offshore Race Crew declaration may be changed after Friday 30 October 2026 to correct errors or to amend for late crew changes. The OA may, in its absolute discretion, refuse to allow crew changes less than 24 hours prior to the starting signal. After any change to the Offshore Race Crew declaration, the boat shall still satisfy the general requirements of NoR 3.3 and NoR 3.4.1.b.

5. DETERMINATION OF ELIGIBILITY

A decision of the OA as to any matter under NoR 3, including as to whether a boat and/or her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress.

6. SCORING

6.1. OVERALL WINNER

The overall winner of the 2026 Two Capes Race will be the boat that wins the overall IRC handicap class subject to NoR 6.4.

6.2. LINE HONOURS

6.2.1. Subject to NoR 6, the boat with the lowest elapsed time shall be scored first in line honours and other boats shall be ranked accordingly.

6.2.2. A boat that enters the race will be scored in accordance with NoR 3.2 as well as the line honours category. No boat will be scored only for line honours.

6.3. ALL SCORING

6.3.1. Scoring penalties will be applied when determining a score. A boat subject to a scoring penalty is not eligible for a race record.

6.3.2. Time penalties and/or redress will be applied when determining a score, elapsed time or race record.

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

6.4. IRC HANDICAP CLASS

6.4.1. Results will be calculated by the application of a boats IRC Time Corrector (TCC) as a multiplier of elapsed time.

6.4.2. Subject to NoR 6.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.5. ORCc HANDICAP CLASS

6.5.1. Results will be calculated by the application of a boat's all-purpose time-on-time single number scoring option as printed on each boat's ORCc Certificate, as a multiplier of elapsed time.

6.5.2. Subject to NoR 6.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.6. PHS HANDICAP CLASS

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

6.6.2. A boat's TCF will be determined by the OA or its nominee. The determination of the TCF will not be subject to protest or redress.

6.6.3. Subject to NoR 6.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

6.7. SCORING PENALTIES

Scoring penalties shall be applied in accordance with RRS 44.3 for a breach of RRS Rule 2 outside of the River Derwent and may be applied at the discretion of the Protest Committee for other breaches of the rules.

7. CHANGES TO RRS, RATING RULES AND ADDITIONS TO AS SPECIAL REGULATIONS

7.1. CHANGES TO RRS

a. RRS 41 is changed by adding:

(e) Whilst racing a boat may retrieve data from any page of the race website, details of which are provided in the SI, even if that page is not publicly available. During the race a boat shall not contact or be in contact with any person or private entity using any medium to receive private meteorological forecasts, tactical advice or information customised for a particular boat or group of boats. A boat may however obtain assistance in the form of any readily available commercial meteorological or hydrographical information regardless of cost.

(f) A boat may receive assistance in ensuring that satellite or cellular communication systems on board are able to transmit and receive data.

- b. RRS 51 is changed so that a boat with movable ballast or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability to the extent permitted by their stability criteria as defined by the Australian Sailing Special Regulations Appendix B to Part 1 (B.1) "Resistance to Capsize" for Category 3.
- c. **RRS 52** is modified:
 - i. to allow the adjustment of movable water ballast or canting keels on any yacht 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 yacht; and
 - iii. to allow self-steering equipment to be used by yachts sailing in the Two-Handed class only.
- d. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers.
- e. RRS 61.2 (b) is changed so that there is no time limit on protests by the OA or the Protest Committee.
- f. RRS 60.5 (c) is changed so that the Protest Committee, at its discretion, may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule.
- g. RRS 78.2 is changed that a valid rating certificate shall be produced by the due date specified in NoR 3.4.1.b.
- h. The OA may include other changes to the RRS in the SI.

7.2. CHANGES TO THE IRC AND ORC RATING SYSTEM RULES

- 7.2.1. IRC Rules 11.2 & 21.6.1: In accordance with a prescription by AS, a boat in the IRC handicap class may carry one more headsail and/or one more spinnaker than shown on the boat's IRC Certificate without an increase of rating; and
- 7.2.2. ORC Rule 206.1: A boat that is also entered in the IRC handicap class may carry the maximum number of spinnakers allowed under its IRC certificate plus the additional spinnaker allowed under AS prescription to IRC Rules 11.2 and 21.6.1.
- 7.2.3. IRC Rule 22.4.2 Crew Number/Weight is deleted and replaced by:
- 7.2.4. The maximum number of crew that may sail aboard a yacht shall be the number shown on the IRC certificate except that; when the crew consists of either:
 - i. at least two (2) females, or
 - ii. at least two (2) youth sailors (23 or under on 06 November 2026), or

- iii. at least one (1) female and one (1) youth sailor (23 or under on 06 November 2026).

then the crew limit is certificate number plus 1. There is no weight limit.

7.3. ADDITIONS TO THE AS SPECIAL REGULATIONS

7.3.1. Below are additional requirements to the AS Special Regulations:

- a. Special Regulation 3.29(d) shall apply. However the failure of any station to receive a signal from a boat's AIS Transponder shall not be subject to protest or grounds for redress. (this changes RRS 60.1 and 61.1 and RRS 63.2 shall not apply).
- b. Special Regulation 4.26: All boats shall be able to demonstrate equipment or a method by which crew may be assisted back on board;
- c. Special Regulation 5.01.1(h): A lifejacket shall be worn by each member of the crew at, but not limited to, the following times:
 - i. when on deck between the hours of sunset and sunrise;
 - ii. when alone on deck;
 - iii. when on deck when the true wind speed is 25 knots or above; and
 - iv. when on deck when visibility is less than one (1) nautical mile.
- d. Special Regulation 5.01.5: Each inflatable lifejacket shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence of that servicing shall be submitted as part of the entry documentation.
- e. Special Regulation 5.05.01 (b): An AIS personal crew overboard beacon (AIS MOB) shall be carried by each member of the crew. AIS MOB MMSI IDs must be provided as part of the online offshore crew entry documentation.

7.3.2. The OA additionally recommends that:

- a. Each boat carries at least two (2) mobile phones with appropriate on-board charging capacity.
- b. Special Regulation 4.20: A boat carries a waterproof grab bag for each life raft aboard in accordance with Special Regulation 4.20 and with contents in accordance with Special Regulation 4.20.2; and
- c. Special Regulation 5.05: Each crew member carries a Personal Locator Beacon (PLB) and if carried PLB HEX IDs must be provided as part of the offshore crew online entry documentation. and/or an AIS MOB Beacon.

Note: Effective 18 July 2026 Special Regulation 5.05.1 (b) was changed for Category 3 races to: "An AIS personal crew overboard beacon capable of communicating their position to their yacht and other nearby vessels shall be carried by or attached to each member of the crew when on deck."

8. CHARTS / BOOKS

- 8.1. A boat shall carry the charts and books in paper or electronic form in accordance with AS Special Regulations 4.10. The race area is that covered by the chart for Tasman Head to Cape Frederick Hendrick - AUS 796.

9. MEASUREMENT AND INSPECTION

- 9.1. A boat shall permit a representative of the OA to conduct spot inspections if requested by the OA. Spot checks may be carried out prior to the warning signal or after a boat finishes or retires.
- 9.2. The OA may require re-measurement of any boat. If this is done separately to a protest or redress hearing then the costs of such re-measurement shall be the responsibility of the boat.

10. MEDIA RIGHTS AND RESTRICTIONS

- 10.1. The OA owns:
- a. all media rights to the 2026 Two Capes Yacht Race;
 - b. all rights in and to any visual and audio material and any data taken or collected by or on behalf of the OA, or provided to it, in connection with the race; and
 - c. the OA may exercise and exploit those rights as it sees fit.
- 10.2. The owner or charterer of a competing boat and all crew members shall grant the OA the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any medium, the names, images, data and biographical information of the crew along with still, moving images and audio recordings of the boat and/or its crew prior to, during and after the race.
- 10.3. A boat and its crew may publish on a live or delayed basis (including by streaming to an internet site or on social media) still, moving images and audio material taken on or from the boat subject to no such material being published which contains images of or refers to a boat in distress or wreckage without the prior approval of the OA.

11. 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.

12. 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 2026 Two Capes Race or that it is covered for yacht races of a length greater than 82 nautical miles.

13. DISCLAIMER

- 13.1. All those taking part in the race do so at their own risk and responsibility. By entering their names on a boats crew list, crew members acknowledge that by doing so they release the OA, the race sponsor and any other sponsor of the Two Capes Race and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 10.

14. PRIZES

14.1. OVERALL

The Perpetual Trophy for the overall winner of the 2026 Two Capes Race will be calculated using the IRC rating system for Mono-hull yachts.

14.2. HANDICAP CLASS

- 14.2.1. Trophies or prizes will be presented in all handicap classes based on the number of starters in each Class as follows:

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

- 14.2.2. The overall winner will be eligible for handicap class prizes.

14.3. LINE HONOURS

A prize for Line Honours will be presented to the 1st boat across the finish line subject to NoR 6.2.

14.4. OTHER PRIZES

Other prizes maybe awarded at the sole discretion of the OA.

14.5. PRIZE GIVING

The prize giving ceremony will be held at the Derwent Sailing Squadron Prize Night at a date to be determined.

15. REFUND POLICY

- 15.1. Should the event be cancelled, entrants will receive a 100% refund of their entry fees.
- 15.2. Should a competitor, of its own accord, withdraw their entry on or before Friday 16 October 2026 the entrant shall receive a 75% refund of their entry fees.
- 15.3. Should a competitor, on its own accord, withdraw their entry after Friday 16 October 2026 and on or before the Friday 30 October 2026 the entrant shall receive a 50% refund of their entry fees.
- 15.4. Should a competitor, on its own accord, withdraw their entry after the Friday 30 October 2026, a refund will be determined at the discretion of the OA.

16. FURTHER INFORMATION

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

Tel: 03 6223 1977 Mobile: 0417 121 575 Web: dssinc.org.au Email: sailing@dssinc.org.au

APPENDIX A – LIFE JACKET DECLARATION

Date of Audit:

Number of Crew	Brand	Last Service Date	Service Provider	Crew Name
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				

I, _____ Skipper or Owner (circle) of
_____, declare that all information
above is correct, and in compliance with the CAT 3 audit requirements in alignment with special regulation
5.01.1. In addition to this, I acknowledge all safety equipment required as per this Notice of Race is on board
for the 2026 Two Capes Race.

Signed: _____ Date: _____
Skipper or Owner Date Signed

ENTRY CHECK LIST

DATE TO BE SUBMITTED	ITEM	DATE UPLOADED
Before 17:00 Friday, 30 October 2026	Entries after this date will only be accepted on the absolute discretion of the OA and will be subject to a late entry fee.	
	Audited AS Special Regulations Equipment Audit Form for Category 3	
	Keel and Rudder Inspection form	
	Stability Declaration /documentation	
	Lifejacket service certificates for all crew (merged to one document)	
	Lifejacket declaration (appendix A)	
	AMSA Beacon Letter – EPIRB	
	Insurance – Certificate of Currency (demonstrating race cover for at least 82 NM's)	
	Registration confirmation for PLB's and AIS – (entered into TopYacht Offshore Crew details)	
	IRC and/or ORC Certificate	
	Safety & Sea Survival Certificates x 2 crew	
	First Aid or equivalent x 2 crew	
	Marine Radio Licence x 2 crew	
	Parental Consent for under 18 year old crew (if applicable)	
Before 17:00 Tuesday, 03 November 2026	Offshore Crew Declaration for all crew onboard	