



SAILING INSTRUCTIONS

Tuesday 27th December 2016

1030hrs Start



DERWENT SAILING SQUADRON

COMMODORE

Mr. Steve Chau

VICE COMMODORE

Mr. Peter Haros

REAR COMMODORE

Ms. Colleen McCulloch

TREASURER

Mr. Anthony Ellis

GENERAL COMMITTEE

Mr. Ron Bugg

Mr. David Brett

Mr. Paul Bottomley

Ms. Rose Flynn

Ms. Sue Allison-Rogers

Mr. David Short

Mr. James Bayly-Stark

RACE DIRECTOR

John Blackwood

CONTACT DETAILS

DERWENT SAILING SQUADRON

Marieville Esplanade

Sandy Bay

Tasmania 7005

Tel: 03 62231977

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1. RULES

1.1 GENERAL

The race will be governed by the current versions of:

- the *rules*, as defined in the Racing Rules of Sailing (RRS) 2013-2016 as amended
- the IRC Rules 2016 Parts A, B & C shall apply
- the AMS 2016 Rules
- the prescriptions and special regulations of Australian Sailing (**Special Regulations**)
- the Notice of Race (**NOR**)

Except as any of these are modified by or inconsistent with these Sailing Instructions

1.2 INTERNATIONAL REGULATIONS

Between the hours of Sunset and Sunrise, RRS 10 to 22 inclusive shall cease to be applicable and shall be replaced by the International Regulations for the Prevention of Collisions at Sea.

1.3 SUNSET AND SUNRISE

For the purposes of this race the times of Sunrise and Sunset shall be as follows:

- Sunrise: 0532 hours AEDT
- Sunset 2052 hours AEDT

1.4 OTHER CHANGES TO CLASS RULES, NOR AND RRS

- IRC Rule 21.1.5(e): A spare mainsail may be carried as a bone fide replacement for a mainsail damaged during the race.
- IRC Rule 21.6.1 is amended to allow boats in the IRC handicap category to carry one more spinnaker than shown on her current IRC certificate without an increase of rating.
- IRC Rule 22.4 Crew and Weight Restrictions will not apply
- RRS 42 a boat in the Cruising Division may use its engine for propulsion. That use must cease prior to the boat finishing. Engine hours and miles covered under engine must be logged.
- RRS 51 a boat with movable 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
- RRS 50.2 and 50.3 are changed to allow the use of fixed or retractable spinnaker poles for the purpose of setting asymmetrical spinnakers
- RRS 52 does not apply to:

The adjustment and operation of sails or the adjustment of movable appendages on any boat

2. RESPONSIBILITY

All those taking part in the race do so at their own risk and responsibility. The Organising Authority, and its respective officers, employees, volunteers and members, accept no liability for any injury, loss or damage that may be suffered by any competitor, and any liability for harm to persons that results from breach of an express or implied warranty that The NATIONAL PIES Launceston to Hobart Yacht Race 2016 and all services relating thereto will be conducted or rendered with reasonable care and skill is excluded.

SPECIFIC ATTENTION IS DRAWN TO RRS FUNDAMENTAL RULE 4, WHICH STATES: "THE RESPONSIBILITY FOR A BOAT'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS HERS ALONE"

- 2.1 **INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA REGULATION** It is accepted as the normal practice of seamen, indeed there is an obligation upon skippers that they render every assistance within their power in cases where a person or persons are in distress at sea. These obligations are set out in V/10 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974).



2.2 INTERNATIONAL AERONAUTICAL AND MARITIME SEARCH & RESCUE MANUAL VOL. III

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 IAMSARV III is;

- (a) Acknowledge receipt and, if appropriate, re-transmit the distress message;
- (b) Take an immediate magnetic compass bearing to the boat in distress (if practicable);
- (c) Communicate the following information to the boat in distress:
 - (i) Identify
 - (ii) Position
 - (iii) Estimated time of Arrival (E.T.A.)
 - (iv) When available, magnetic bearing to the boat in distress;
- (d) Maintain a continuous listening watch on distress frequencies;
- (e) Post extra lookout if in the vicinity; and
- (f) Relay Distress Message to coastal station and rescue coordination control and update if necessary

3. BRIEFINGS

3.1 COMPULSORY RACE & WEATHER BRIEFING

The Race Briefing will be held at 0830 hours on 27th December 2016 at the annexe of the Tamar Yacht Club situated at the Beauty Point Marina.

3.2 ATTENDANCE REQUIREMENTS

Each boat entered in the race shall be represented at the race briefing. Two responsible persons from each boat will be required to attend, sign in and will be required to relay briefing information to the crew of the boat.

4. OFFICIAL NOTICE BOARDS

Hobart – DERWENT SAILING SQUADRON Marieville Esplanade Sandy Bay.
Beauty Point–Tamar Yacht Club annexe, Beauty Point Marina, Beauty Point

5. TIME OF START

1030hrs 27th December 2016

The Warning Signal will be displayed at 1025 hours.

All times in these Sailing Instructions Australian Eastern Daylight Time.

6. INSPECTION AND INFORMATION

- 6.1 Boats shall be made available for spot inspections by the Race Committee or its nominee at any time
- 6.2 Personal information is obtained about crew members in the crew list. That information is obtained for use in search and rescue situations and for media purposes. The information will be given to search and rescue authorities and organizations, the Water Police, Volunteer coastal stations and media representatives, and may be passed on by them to other organizations.
Crew members may gain access to the information held about them by contacting the Organising Authority

7. HANDICAP CATEGORIES AND DIVISIONS

The race will be conducted in AMS, IRC and PHS Handicap Categories.



8. SCORING

8.1 AMS HANDICAP CATEGORY

Results will be decided by the application of the AMS Time Corrector (AMS TCF), as printed on each boat's AMS Certificate, as a multiplier of elapsed time.

8.2 IRC HANDICAP CATEGORY

Results will be decided by the application of the IRC Time Corrector (TCC), as printed on each boat's IRC Certificate, as a multiplier of elapsed time. The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

8.3 PHS HANDICAP & MULTIHULL DIVISION CATEGORY

Results will be decided by the application of Time Correction Factors (TCF's) as a multiplier of elapsed time. A boat's TCF will be determined by the Race Committee or its nominee. The TCF shall not be subject to protest or dispute. The Race Committee may amend the TCF of a boat at any time before the Warning Signal where the Race Committee becomes aware of any changes to the boat that may affect its performance. (Amends RRS 60.1 and 62.1) The boat with the lowest corrected time (after application of scoring penalties, if any) will be scored first.

8.4 CRUISER DIVISION

No later than the end of the Race Briefing on the 27th December 2016 a boat in the Cruising Division may nominate predicted times taken between each of the listed points on the Cruising Division waypoint sheet. A boat will receive 20 points for arriving within one (1) hour of the nominated time for each point, 10 points for doing so one (1) hour or more within two (2) hours of its nominated time and five (5) points for doing so two (2) hours or more and within four (4) hours of its nominated time between each of the points. A boat will also be awarded 20 points if it uses its engine for propulsion for less than 2 hours after starting, 10 points if it uses its engine for propulsion for 2 hours or more but less than 4 hours after starting, 5 points if it uses its engine for propulsion for 4 hours or more but less than 10 hours after starting and 5 points will be deducted from a boat's score if it uses its engine for more than 10 hours after starting. The Race Committee shall determine the times for each boat for the purpose of this SI 8.4. Its determinations shall not be subject to protest or grounds for a request for redress (This amends RRS 60.1 and 62.1 (a)).

The boat with the highest number of points (after the application of scoring penalties, if any) will be scored first.

9. MEDIA RIGHTS AND RESTRICTIONS

Skippers and crew members of boats may speak to, and provide material to, accredited members of any media before, during and after the race, regarding the race and the prospects, performance or strategy of boats entered or participating in the race,

(1) provided that:

any comments and/or material supplied does not undermine or interfere with, or have a detrimental impact on, the Organising Authority and its officers and employees, the Race Committee, the Protest Committee, measurers or Sponsors.

(2) subject to:

the Organising Authority receiving from the accredited media concerned an undertaking on terms satisfactory to the Organising Authority;

10. RESULTS

Provisional and final results will be displayed on the official notice board at the DERWENT SAILING SQUADRON as soon as practicable following computation. During the race progressive positions may be published by the Race Committee and on the event website (12h-dssinc.org.au). Any progressive results that are published will have no bearing on, nor affect the final results and will not form the basis of a protest or constitute grounds for redress (amends RRS 60.1 and 62.1).



11. TROPHIES & PRESENTATION

OVERALL:

- **THE NATIONAL PIES** Perpetual Trophy for the overall winner on corrected time. AMS Division (Monohull)
- **THE NATIONAL PIES** Perpetual Trophy for Line Honours (Monohull PHS, AMS or IRC)

- **PHS DIVISION:**
 - 1st place on corrected time
 - 2nd place on corrected time
 - 3rd place on corrected time
- **IRC DIVISION:**
 - 1st place on corrected time
 - 2nd place on corrected time
 - 3rd place on corrected time
- **AMS DIVISION:**
 - 1st place on corrected time
 - 2nd place on corrected time
 - 3rd place on corrected time
- **CRUISER DIVISION:**
 - 1st place highest number of points
 - 2nd place on points
 - 3rd place on points

- City of Hobart Trophy – 1st yacht on PHS under 10 metres
- Navigator of Overall winner on corrected time
- First female competitor on AMS Overall
- Tas Ports Trophy – Combined L2H, L2H Beauty Point to Low Head & KOD trophy on IRC
- Bruce Watson Memorial Trophy – Combined L2H, L2H Beauty Point to low Head & KOD trophy on PHS
- DSS Trophy – Combined L2H, L2H Beauty point to Low Head & KOD Trophy on AMS
- (The Tas Ports, DSS Trophy and Bruce Watson Memorial Trophies will be calculated by awarding 1.5 points for the L2H, .5 points for the L2H Beauty Point to Low Head & 1 point for the KOD).

The presentation of trophies and prizes will take place at the DERWENT SAILING SQUADRON on the 31st December 2016 at 1300 hours. Combined trophies for the NATIONAL PIES L2H and NATIONAL PIES KING OF THE DERWENT will be presented at the KOD trophy presentation on the 2nd January 2017.

12. FLAGS AND DECALS ON BOATS

12.1 BOW DECALS

Bow decals supplied by the Organising Authority shall be displayed by each boat as supplied and in the manner required by the Organising Authority (within one metre of the bow) from 0900 hours on 27th December, 2016 until 1800 hours on the 2nd January, 2017.

12.2 FLAGS

A special NATIONAL PIES Launceston to Hobart Yacht Race flag provided to each boat at or before the race briefing, shall be flown before the race start and at the conclusion of racing whilst docked at Kings Pier or Constitution Dock and shall be flown from the forestay and should remain hoisted until at least midnight on 2nd January, 2017 whilst in dock.



13. REPORTING AT START

As per Pre-Race Radio check set out in Appendix A.

14. START LINE

- 14.1 The Starting Line will be a between an Orange staff/pole on the Committee Boat (AMC Pinduro) and a Red Buoy East of the Northern end of Inspection Head Wharf. A Barging Buoy (Yellow Buoy) may be set near the Committee Boat.
- 14.2 Competitors are further reminded that the starting line and vicinity are near the commercial shipping lane in the Tamar, and that large ships with restricted manoeuvrability may pass through at any time with ABSOLUTE right of way and no options for collision avoidance. The start is programmed to minimize problems with shipping, and the start may be postponed at short notice to facilitate shipping movements. The postponement flag will be flown, and every effort will be made to keep competitors informed on VHF 73.
- 14.3 If at any time before the start the Race Officer determines that there is insufficient wind or room to start the race the Committee Boat will fly code flag L and the Answering Pennant and make two sound signals and proceed from the starting area down the Tamar River (towards Low Head) to a position where the Race Officer determines there is sufficient wind and/or room to start the race. The Answering Pennant will be lowered with one sound signal and the Warning signal will be made one minute after the Answering Pennant is lowered.
- 14.4 The Start Radio Frequency will be VHF 73.
- 14.5 The starting procedure will be in accordance with RRS 26 except as amended in that there will be an Attention signal 10 minutes before the Start.
- 14.6 The starting procedure may be broadcast on VHF Channel 73.

15. RECALLS

- 15.1 Individual recalls will be signalled in accordance with RRS 29.1 from the Committee Boat on the start line and the boat(s) subject to recall may be identified on VHF Channel 73.
- 15.2 **THERE WILL BE NO GENERAL RECALL.**

16. COURSE

From the start thence to the finishing line at Castray Esplanade in Hobart via the following marks in the order shown:

- The course to the Tamar Heads is from the start line passing channel side of all lighted channel markers, to the entrance of the Tamar River. Orari Bank cardinal mark is excluded as a mark of the course and may be passed on either side (Orari Bank Beacon is just North of the start line)
- Swan Island to Starboard
- Maria Island to Port
- Tasman Island to Starboard
- Iron Pot to Starboard
- John Garrow Light to Port

17. FINISH LINE

- 17.1 The Finishing line will be in the Derwent River between the flag mast on the finishing box on Battery Point (42°53'S 147°20.3'E) and a White buoy identified by the word "Rolex" which should display a strobe light by night, the buoy bearing 050° true, approximately 300 metres from the finishing box. An inner distance mark, a large inflatable buoy, may be positioned approximately on the finishing line and when finishing, boats are required to leave this mark to Port.
- 17.2 Boats shall cross the finishing line from South to North
- 17.3 Boats finishing during the hours of darkness are required to illuminate their sail number on the port side



17.4 Boats are requested to record an accurate record of their finishing time.

18. MOORING

18.1 After finishing, boats are asked to do an honour lap past the Taste of Tasmania then required to await the arrival of a berthing tender before proceeding to the mooring area. Boats will be moored on the Southern side of Elizabeth St Pier, bow or stern to, and should prepare mooring lines appropriately, observing the instructions of the tender which will be operating on VHF Channel 9.

19. TEMPORARY DISCONTINUANCE FROM RACING

(Amends RRS 41, 42.1 and 45)

19.1 A boat after starting may use its motor to assist with anchoring or berthing when:

- (a) taking shelter from extreme weather; or
- (b) disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
- (c) attempting repairs wholly on board.

19.2 For the purpose of SI 19 mechanical propulsion may be used only to assist with berthing or anchoring. Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. NO outside assistance shall be accepted by the boat or the crew other than as provided in RRS 41.

19.3 A boat complying with RRS 1.1 (except as to its own crew), which sustains damage or depletes its stores, may accept outside assistance to make good the damage, equipment or stores provided that such assistance shall not be provided over a cumulative period exceeding 24 hours in total.

19.4 For the purpose of this SI a boat's elapsed time shall continue to accrue.

19.5 A boat that receives outside assistance that contravenes RRS 41 with the sole object of safely completing the race that does not enhance her position on the course may be given a finishing position but not above a boat complying with RRS 41 or the other provisions of this SI.

19.6 For all the above clauses boats shall log accurate times and navigational data.

19.7 Boats that have a temporary discontinuance from racing shall complete a declaration form as per clause 21.

20. TIME LIMITS

20.1 A boat shall not start later than two hours after the Start Signal.

20.2 There will be no time limit for the race.

21. DECLARATIONS (Amends RRS 63.1)

21.1 A boat shall lodge a Declaration on the prescribed form only when:

- (a) an infringement occurs, however minor, of any rule, regulation, sailing instruction or radio instruction; or
- (b) the boat has taken the benefit of SI 20; or
- (c) the boat has taken a Two-Turns Penalty; or
- (d) the boat acknowledges a time Penalty in accordance with SI 22.4; or
- (e) the boat uses a bone fide replacement for a damaged mainsail under SI 1.4
- (f) temporary discontinuance from racing SI 19.0

21.2 Declarations by boats shall be lodged at the DERWENT SAILING SQUADRON or the Race Information Centre at Elizabeth Street Pier on the form provided in Appendix B within 12 hours of the boat finishing the race.

22. PROTESTS, REDRESS AND PENALTIES

22.1 Protests or requests for redress are to be lodged with an official at the Race Information Centre, Elizabeth Street Pier, within 12 hours of the boats finishing time.



- 22.2 Protests or requests for redress will be heard at the DERWENT SAILING SQUADRON in Hobart, as soon as practicable after, but no sooner than 12 hours after, the boat has finished. The date, time and venue for a protest hearing will be posted on the Notice Board at the DERWENT SAILING SQUADRON at least 6 hours before the hearing, and may be posted at the Information Centre, Elizabeth Street Pier. Decisions made will, where practical, be applied before the calculation of corrected times and determination of trophies.
- 22.3 The following penalties will be applied for breaches of Part 2 and 3 of the RRS:
- for a minor infringement without damage – 15 minutes
 - for an infringement with damage that is not considered serious – 60 minutes
- 22.4 The penalty for a serious infringement will rest with the protest committee and may result in a percentage time penalty or disqualification.
- 22.5 All penalties will be noted on the times sheet and shall be applied to finishing times. Boat positions will be adjusted after penalties are applied. This changes RRS 64.1 and RRS 44.3
- 22.6 All requests for redress involving the official time sheet must be submitted within 4 hours of posting of the results.
- 22.7 The protest committee shall not be entitled to abandon the race as a consideration for redress. This changes RRS 64.2.

23. MISUSE OF FLARES

No flares of any type are to be fired while the boat is moored at Hobart. Civil authorities have severe penalties for any offenders. Persons in charge are reminded that the best way of ensuring that no flares are fired from their boat is to place them under lock and key.

24. ALTERATION TO SAILING INSTRUCTIONS

Any alterations to these Sailing Instructions shall be posted on the official notice boards and may be advised to competitors at the Race Briefing.

25. RADIO COMMUNICATIONS

- 25.1 Radio Communications procedures are detailed in Appendix A
- 25.2 Persons in charge are reminded that it is compulsory for all boats to respond to all scheduled radio communications including the Pre-Race Sign-on Schedule.
- 25.3 Failure to sign on at the pre-race schedule shall result in the boat being scored DNS.
- 25.4 Failure to answer a routine schedule on time shall require written explanation of the reason why the schedule(s) was missed and boats may be penalized for any such failure.

26. TRACKING DEVICES AND CAMERAS

Each entrant will be required to carry a tracking device supplied by the Organising Authority. A boat on which such a unit fails or ceases to operate may be required to provide additional position reports by radio in accordance with the Sailing Instructions. The organising Authority also reserves the right to place a camera on board any boat for media purposes. Failure to carry and operate a tracking device or to carry a camera when required will lead to the cancellation of an entry or the disqualification of the boat from the race (refer RRS 76.1)

27. APPENDICES

The attached appendices A and B form part of these Sailing instructions.



APPENDIX A

RADIO COMMUNICATIONS

1. RACE FREQUENCIES

- 1.1 Routine radio schedules will be VHF channel 73 however between schedule times will be VHF channel 16
- 1.2 Pre-race sign on schedule 27th December 2016 from 0940 hours on VHF channel 73
- 1.3 Premature Starters on 27th December 2016 on VHF channel 73
- 1.4 Difficulty
 - Tamar SR /St Helens Radio – VHF Channel 82 and or 21 between Launceston and St Helens
 - Tas Maritime Radio – VHF Channel 16
 - VHF Channel 21 is on Three Hummocks and Mt Murray (not monitored by TMR) near Triabunna
- 1.5 Distress
 - Tas Maritime Radio monitor VHF Channels 16, HF Distress frequencies 4125, 6215 and 8291 kHz
- 1.6 Dennison Canal – VHF Channel 16
- 1.7 Post finish & berthing – VHF Channel 9

2. RACE RADIO STATIONS

- 2.1 The pre-race schedule will be conducted by the Tamar Yacht Club using the call sign “Launceston to Hobart”.
- 2.2 Boat position reporting schedules will be conducted by Tas Maritime Radio and Tamar Sea Rescue and a boat may be nominated by the Race Committee to provide assistance where necessary.

3. CREW CHANGES

- 3.1 All late crew changes shall be notified at the pre-race briefing on 27th December 2016
- 3.2 When nominating additional crew, details required include name of crew, address, age, Australian Sailing membership number and next of kin (including relationship to crew member, contact address and telephone number).

4. PRE-RACE SIGN ON SCHEDULE (VHF CHANNEL 73)

A pre-race sign on schedule will be conducted on VHF Channel 73 by Tamar Yacht Club commencing at 0940 on 27th December 2016.

Boats will be called in alphabetical order to confirm that they are starters in the race.

- 4.1 Boats that do not respond in the first call must wait until they are re-called at the end of the schedule. Any boat failing to respond on VHF Channel 73 during this schedule shall not be considered a starter in the event.

5. ROUTINE SCHEDULES (VHF CHANNEL 73)

Boats will be called on 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.

It is mandatory that all boats respond to each routine schedule and report their position.

The position given shall be the boats 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 the close vicinity should be noted if they can be positively identified and given if requested.

Refer to clause 9 for Report Schedule.

Boats having difficulty with tracking devices may be instructed by Tas Maritime Radio to provide additional position reports.



6. RADIO FAILURE

6.1 In the event of a radio failure after the start of the race, every effort should be made to contact Tas Maritime Radio by one of the following methods:

- Using HF radio, relayed by another vessel if necessary,
- If you are able to receive only, listen at the scheduled times and be prepared to fire a white flare, if requested to do so by the radio station, to indicate your position, and
- Endeavour to place yourself in the vicinity of another vessel so that you can be identified and your position relayed to the radio station.
- by telephone to Tas Maritime Radio on 62312276 or to the Race Director on 0418 307 255.

6.2 The reason for failure to report at the routine schedule times for any reason must be reported on the boats Race Declaration (Appendix B).

7. BOATS RETIRING

7.1 Should a boat retire from the race every effort must be made to advise Tas Maritime Radio as soon as possible and to give the following information

- Time, and position at the time of retirement,
- Reason for retirement,
- The state of the crew,
- The Port to which the boat is retiring.

7.2 Boats that retire shall maintain their routine position reporting radio schedules until such time as they reach a safe Harbour. Within two hours of arrival at a safe Harbour contact must be made with Tas Maritime Radio or with the Race Director on 0418 307 255 to confirm the boats safe arrival.

8. FINISHING SCHEDULES (VHF CHANNEL 73 & 9)

8.1 In the event of tracker failure a boat may be instructed by Tas Maritime Radio to call L2H Race Control on Mobile 0427 093 941 advising their estimated time of arrival at the finishing line when they pass abeam of:

- The Iron Pot (12nm from the finish)

8.2 In addition to the above, boats must maintain their routine radio schedules including the reporting of positions until they have crossed the finish line.

8.3 On crossing the finish line, boats should call 'Berthing Tender' on VHF Channel 9 to liaise with the tender providing berthing assistance



9. REPORT SCHEDULES SUMMARY

| Date | Time | Action | Frequency | Station |
|----------------------|-----------|------------------|-----------|------------------|
| 27 th Dec | 0940-1000 | Pre-race sign in | VHF 73 | TYC |
| 27 th Dec | 1415 | Routine Schedule | VHF 73 | Tamar SR/ TMR |
| 27 th Dec | 2205 | Routine Schedule | VHF 73 | Tamar SR/ TMR |
| 28 th Dec | 0535 | Routine Schedule | VHF 73 | Tamar SR/ TMR |
| 28 th Dec | 1415 | Routine Schedule | VHF 73 | TMR |
| 28 th Dec | 2205 | Routine Schedule | VHF 73 | TMR |

THEREAFTER EVERY DAY AS PER THE 28TH DEC SCHEDULE

| | | | | |
|-----------------|--|-------------|-------|--------|
| Berthing Tender | | Post Finish | VHF 9 | Tender |
|-----------------|--|-------------|-------|--------|

Note: Reported positions should be taken as at the exact hour preceding the sked.



NATIONAL PIES

KING OF THE DERWENT YACHT RACE

Monday 2nd January 2017 @ 1400hrs



All Launceston to Hobart entrants are entered as this is the 3rd race of the Launceston to Hobart Yacht Race Series



PRINCIPAL PARTNER



SUPPORTING PARTNERS



AMCS

AMC SEARCH

Commercial arm of the Australian Maritime College



The Tamar Yacht Club and the Derwent Sailing Squadron would like to take this opportunity to thank AMC Search (the Commercial Arm of the Australian Maritime College) for once again providing the PINDURO as the Official start boat in this years' 10th Launceston to Hobart yacht race.

PINDURO is owned and operated by AMC Search, and is used extensively in the training of Pacific Patrol Boat crews for the Department of Defence. The vessel is used for ship handling and navigation by a variety of Patrol Boat courses, and for seamanship by deck operators. The vessel is also used for ship handling by AMC courses as its twin propeller arrangement is different to all other AMC vessels. It also supports Fast Rescue Craft training, providing a platform for manoeuvring the craft alongside whilst underway.

To facilitate this training PINDURO is fitted with the same electronic equipment as found on a Pacific Patrol Boat, which includes radar, GPS plotter, gyro compass, automatic pilot as well as communications equipment.

AMC Search, Peter Hunt and his crew have over the years had no hesitation in donating their services to our club whenever we have required a vessel.

For information on the Australian Maritime College and AMC Search please go to

<http://www.amcsearch.com.au>



AMC Search is a wholly owned subsidiary of the University of Tasmania.

