



# Launceston to Hobart Yacht Race 2022

Notice of Race

**Tuesday 27 December 2022**

Organising Authority:

**Derwent Sailing Squadron Inc.**

The 2022 Willie Smith's Launceston to Hobart Yacht Race will be conducted on the waters of the Tamar River, Bass Strait, Tasman Sea, Mercury Passage, Storm Bay and the River Derwent.

Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race ('NoR').

The race is organised and conducted by the Derwent Sailing Squadron ('DSS' or the 'Organising Authority' or 'OA') with the co-operation of the Tamar Yacht Club ('TYC').

Commodore	Nick Connor
Vice Commodore	Will Justo
Rear Commodore	Heather McCallum
Treasurer	Dianne Barkas
Board Members	Jill Abel
	James Burbury
	Steve Chau
	Sophie Kelly
	David Short
General Manager	Shaun Tiedemann
Sailing Operations Manager	Colleen Darcey

## Contact Details

Colleen Darcey - Sailing Operations Manager

Derwent Sailing Squadron - Marieville Esplanade, Sandy Bay, Tasmania, 7005

Tel: 03 62231977 Mobile: 0417 121 575 Fax: 03 62237655

Web: [l2h-dssinc.org.au](http://l2h-dssinc.org.au) Email: [sailing@dssinc.org.au](mailto:sailing@dssinc.org.au) Facebook: [facebook.com/L2Hyachtrace](https://facebook.com/L2Hyachtrace)



## 1. RACE

- 1.1. The race is a 285 nautical mile passage race.
- 1.2. The start of the race will be off Inspection Head, Beauty Point, or outside of the Tamar River, Northern Tasmania, depending on tide, weather conditions and fleet composition. Details of the course will be provided in the Sailing Instructions.
- 1.3. The finish will be off Castray Esplanade in the River Derwent, Hobart.
- 1.4. The attention signal for the race will be signalled at 09:50 (Australian Eastern Daylight Time, AEDT) on Tuesday 27 December 2022, with the starting signal at 10:00

## 2. RULES

### 2.1. GENERAL

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

- a. the 2021-2024 Racing Rules of Sailing (RRS) of World Sailing (WS);
- b. 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;
- c. the International Regulations for the Prevention of Collisions at Sea (COLREGs);
- d. the 2022 IRC Rules Parts A, B and C;
- e. the 2022 ORC Rating System Rules; and
- f. any Federal and/or State Public Health Orders on any given day.

### 2.2. AMENDMENTS

- a. The OA reserves the right to amend this NoR;
- b. Amendments will be published on the Official Notice Board and on the event website found [<HERE>](#); and
- c. 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 is a notice board situated in the window adjacent to the front entrance of the DSS in Sandy Bay. Copies will also be placed on the notice board situated at the Beauty Point annexe of the TYC after 18:00 on Monday 26 December 2022. Notices posted on the Official Notice Board may also be published on the race website and may be announced during the race briefing.

### 2.4. SAILING INSTRUCTIONS

The Sailing Instructions (SI) will be available on the event website [<HERE>](#) no later than Friday 16 December 2022. Printed copies will be available from the office at the DSS 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;
- 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 3.5.1) and not more than 19.90 metres if entered as a two-handed boat (NoR 3.5.2); and
  - ii. hull length of not less than 8.5 metres for all boats;
- c. be built in accordance with AS Special Regulation Part 1, 3.01 and 3.02;
- d. conform with the stability requirements as defined by the AS Special Regulations 3.04 for Category 3 races;
- e. comply with the AS Special Regulations for Race Category 3 and additional requirements as referenced in NoR 7.3;
- f. have a crew that satisfies the requirements of NoR 3.4; and
- g. perform a pre-race radio check on VHF channel 73 in accordance with the SI. Boats not recorded as having an adequate radio signal strength will be ineligible to start.

### 3.2. 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 2022 Willie Smith’s Launceston to Hobart Yacht Race or that it is covered for yacht races of a length greater than 285 nautical miles.

### 3.3. HANDICAP CLASSES

- a. A boat will be automatically entered into the Performance Handicap (PHS) Class;
- b. In addition, a boat may enter one or more of the following Handicap Classes:
  - i. IRC - A boat may only enter the IRC Handicap Category if the boat has a current, valid Endorsed IRC Certificate, being issued by RORC or UNCL and complies with all of the current Id Regulations, except to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).



- ii. ORC Club (ORCc) - A boat may only enter the ORC Club Handicap Category if the boat has a current, valid Endorsed ORC Club Certificate and complies with all of the current ORC Club Rating System Rules, save to the extent they are specifically amended or excluded in this Notice of Race or the Sailing Instructions (refer RRS 78.1).
- c. A two-handed division will be created subject to there being three (3) or more entries in that division; and
- d. 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 a request for redress. This amends RRS 60.1 and 62.1(a). RRS 63.1 shall not apply.

### 3.4. CREW

#### 3.4.1. Fully Crewed Boats

- a. A boat shall have a minimum crew of four (4);
- b. All crew shall meet the requirements of ISAF Regulation 19 (ISAF 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. Crew under the age of 18 years shall have a current AS Safety and Sea Survival certificate (or equivalent);
- e. Crew under the age of 18 years shall carry a Personal Location Beacon (PLB) or an AIS MOB Beacon at all times;
- f. It is recommended that crew under the age of 18 wear 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 and evidence of a passage distance similar to the Launceston to Hobart Yacht Race, found [<HERE>](#). The OA may, at 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 or an equivalent passage. Particulars shall be supplied on the Declaration of Crew Experience to be provided under NoR 3.5.1(c)(ii);
- i. At least two (2) crew members on the boat shall hold a Short-Range Operators Certificate of Proficiency (SROCP) issued by the relevant authority, or a higher qualification. The crew's relevant certificates shall be provided under NoR 3.5;
- j. At least two (2) crew members shall:
  - i. be practicing medical practitioners; 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 3.4.1(f)(ii); and
  - iv. the crew's relevant qualification shall be provided under NoR 3.5.1(c)(ii).
- 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. The crew's relevant certificates shall be provided under NoR 3.5.2(a) (vii); and
  - l. It is recommended that the skipper or second in charge hold a recognised AS certificate (or equivalent) of at least Offshore Skipper certification.

#### 3.4.2. Two-Handed Boats

- a. A boat shall have two (2) crew;
- b. Both crew members shall meet the requirements of ISAF Regulation 19 (ISAF 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 3.5.1(c)(ii);
- e. Both crew members shall comply with NoR 3.4.1 (i), (j) and (k);
- f. Both crew members shall comply with Special Regulation 5.05.1 (c); and
- g. It is recommended that at least one (1) crew member holds a recognised AS certificate (or equivalent) of at least Offshore Skipper certification.

### 3.5. DOCUMENTATION AND FEES

#### 3.5.1. Initial Documentation – before 17:00 on Friday 18 November 2022

- a. Entries after this date will be accepted until 17:00 on the 9 December 2022 with the payment of a late entry fee. Entries after 09 December 2022 will only be accepted at the discretion of the OA;
- b. A boat shall complete the entry form (including the Conditions of Entry) through the online entry system found [<HERE>](#) before 17:00 on Friday the 18 November 2022;
- c. The following initial documentation shall be uploaded to Race Docs in TopYacht before 17:00 on Friday the 18 November 2022:
  - i. Verification of stability under NoR 3.1; and
  - ii. A colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be with a resolution not less than 1200 x 800 pixels.
- d. The boat is responsible to ensure that the initial documentation is received by the OA by the due date.



3.5.2. Final documentation – before 17:00 on Friday 09 December 2022

- a. The following final documentation shall be uploaded to Race Docs in TopYacht by the above date:
  - i. Audited AS Special Regulations Equipment Audit Form for Category 3 plus additional requirements in accordance with NoR 7.3;
  - ii. Current keel inspection certificate (refer Special Regulations 3.02.4 to 3.02.6)
  - iii. Life Raft Inspection Certificate/s (as Special Regulations (AS Special Regulations 4.19.4(b));
  - iv. Inflatable lifejacket service certificates collectively merged into one document for upload (AS Special Regulations 5.01.5), (refer NoR 7.3.1(c));
  - v. AMSA Beacon Letter confirming current registration for 406 MHz Distress Beacon (EPIRB) (AS Special Regulations 4.18);
  - vi. Current registration confirmation for PLB's and AIS personal crew overboard beacons;
  - vii. Insurance Certificate of Currency with details of the cover and the insurer (refer NoR 3.2);
  - viii. IRC and/or ORCc Certificates, as applicable (refer NoR 3.3);
  - ix. AS Safety and Sea Survival Certificates or acceptable equivalent (refer NoR 3.4);
  - x. Senior First Aid Certificate or equivalent (refer NoR 3.4);
  - xi. Radio Operation Licence - Short-Range Operators Certificate of Proficiency (SROCP) or acceptable higher qualification (refer NoR 3.4); and
  - xii. Parental consent form and evidence for crew under the age of 18 years (refer NoR 3.4).
- b. Offshore Race Crew declaration to be completed via TopYacht in accordance with NoR 3.4; and
- c. The boat is responsible to ensure that the final documentation is received by the OA by the due date.

3.5.3. Entry Fees

- a. A boat shall pay the following fees in full by 17:00 on Friday 09 December 2022:

i.	Entry Fee	\$600	Pre-rebate (refer note b)
ii.	Crew Member Fee	\$30	Per crew member
iii.	Handicap Category Fee	\$75	Per Handicap Category
iv.	Late Entry Fee (additional)	\$300	Additional entries received after 17:00 on 18 November 2022
- b. A rebate of half the entry fee as in NoR 3.5.3(a)(i) will be issued on or before 20 January 2023 provided all documentation and fees have been received and paid in full before 17:00 09 December 2022 in compliance with NoR 3.5.1(b) and 3.5.2(a);
- c. All fees include Australian Goods and Services Tax (a tax invoice will be issued on request);
- d. Event clothing will not be provided as part of the entry fee.



- i. Optional event clothing will be available at heavily discounted prices from Peter Johnston Ship Chandlery details of which will be provided to you on receipt of your entry.

e. Refer NoR 15 for the event refund policy.

### 3.6. RACE BRIEFING

A compulsory race briefing will be held at the Tamar Yacht Club – Beauty Point at 08:30 on Tuesday 27 December 2022. Two crew members, one of which shall be the skipper or the navigator, shall attend the whole of the race briefing.

## 4. CHANGES TO SUPPLIED DOCUMENTATION

- 4.1. The OA will not accept a change to a boat's IRC or ORC certificate after 19:00 on Friday 16 December 2022 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 documentation required in NoR 3.5.1(c) and 3.5.2(a).
- 4.3. The OA may accept changes to documentation required in NoR 3.5.1(c) and 3.5.2(a) after the required lodgement date, subject to any conditions that the OA may impose. The boat may not be eligible for the rebate referred to in NoR 3.5.3(b) at the discretion of the OA.
- 4.4. A boat's crew list may be changed after Friday 09 December 2022 to correct errors or to amend for late crew changes. The OA may, in its discretion, refuse to allow crew changes less than 24 hours prior to the starting signal. After any change to a crew list, the boat shall still satisfy the general requirements of NoR 3.4 and NoR 3.5.

## 5. DETERMINATION OF ELIGIBILITY

A decision of the OA as to any matter under NoR 3, including as to whether a boat and 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 (amends RRS 60.1 and 62.1(a). RRS 63.1 shall not apply).

## 6. SCORING

### 6.1. OVERALL WINNER

The overall winner of the 2022 Willie Smith's Launceston to Hobart Yacht Race will be the boat that wins the overall IRC Handicap Class subject to NoR 6.3.

### 6.2. LINE HONOURS

- a. Subject to NoR 6.3(a), the boat with the lowest elapsed time shall be scored first in line honours and other boats shall be ranked accordingly; and
- b. A boat that enters the race will be scored in accordance with NoR 3.3 as well as the Line Honours category. No boat will be scored only for line honours.

### 6.3. ALL SCORING

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





- b. Time penalties will be applied when determining a score, elapsed time or race record;
- c. Redress will be applied when determining a score, elapsed time or race record; and
- d. Boats scored in a division of a Handicap Class will also be scored in the overall Handicap Class result.

#### 6.4. IRC HANDICAP CLASS

- a. Results will be calculated by the application of a boats IRC Time Corrector (TCC) as a multiplier of elapsed time; and
- b. 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. PHS HANDICAP CLASS

- a. Results will be calculated by the application of a boat's Time Correction Factor (TCF) as a multiplier of elapsed time;
- b. 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 (amends RRS 60.1 and 62.1(a). RRS 63.1 shall not apply); and
- c. 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. ORC<sub>c</sub> HANDICAP CLASS

- a. 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 ; and
- b. 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 will be applied as set out in the SI for a breach of RRS Rule 2 outside of the Tamar River and may be applied at the discretion of the Protest Committee for other breaches of the rules or by the OA in circumstances set out in the SI.

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

### 7.1. CHANGES TO THE RACING RULES OF SAILING

- 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 44.2 is changed so that a Two Turns Penalty will apply for breaking a rule of RRS, Part 2 whilst South of the Farewell Beacon (41° 3.675'S, 146° 46.73' E) in the Tamar River;
- c. RRS 44.3 is changed so that a Scoring Penalty will apply for breaking a RRS, Part 2 having exited the Tamar River beyond the Farewell Beacon (41° 3.675'S, 146° 46.73' E);
- d. 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;
- e. 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.
- f. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers;
- g. RRS 61.3 is changed so that there is no time limit on protests by the OA or the Protest Committee;
- h. RRS 64.2 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;
- i. RRS 78.2 is changed so that a valid rating certificate shall be produced by the due date specified in NoR 3.5.2(b)(vi); and
- j. The OA may include other changes to the RRS in the SI.

## 7.2. CHANGES TO THE IRC AND ORC RATING SYSTEM RULES

- a. IRC Rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race;
- b. IRC Rules 11.2 & 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker than shown on the boat's IRC Certificate without an increase of rating; and
- c. ORC Rule 206.1: A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race and 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



## 7.3. 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 (amends RRS 60.1 and 62.2(a) and RRS 63.1 shall not be applied).
- b. Special Regulation 4.19: All boats shall carry as a minimum, one (1) or more inflatable life rafts with a total capacity that shall accommodate at least the total number of people on board and which will also carry as a minimum a <24hr equipment pack and be serviced in accordance with manufacturer's specifications;
- c. Special Regulation 4.26: All boats shall demonstrate equipment or a method by which crew may be assisted on board in case of a person overboard situation;
- d. 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.
- e. 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.

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/or an AIS MOB Beacon.

## 8. PAPER CHARTS / BOOKS

A boat shall carry the charts (refer AS Special Regulation 4.10) and the books (in paper or electronic form) as listed in Appendix A.

## 9. MEASUREMENT AND INSPECTION

- 9.1. A boat shall permit a representative of the Race Committee to conduct spot inspections, if so requested by the Race Committee. Spot checks may be carried out prior to the warning signal or after a boat finishes or retires.



- 9.2. The Race Committee 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. EVENT ADVERTISING

- 10.1. If required by the OA, a boat shall display the event flag(s) prior to leaving the dock on Tuesday 27 December 2022 and on arrival to the finish dock after finishing until 11:00 on Sunday 1 January 2023.
- 10.2. The OA may supply a backstay flag and an event flag to each boat.

## 11. TRACKING DEVICE AND CAMERAS

- 11.1. A boat shall carry a tracking device if required by the OA. The device will be supplied by the OA. A boat on which such unit fails or ceases to operate may be required to provide additional position reports by radio or cellular phone in accordance with the SI.
- 11.2. A boat shall carry a camera or telemetry equipment if required by the OA. The camera or equipment will be supplied by the OA.

## 12. MEDIA RIGHTS AND RESTRICTIONS

- 12.1. The OA owns:
- i. all media rights to the 2022 Willie Smith's Launceston to Hobart Yacht Race;
  - ii. 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
  - iii. the OA may exercise and exploit those rights as it sees fit.
- 12.2. The owner or charterer of the 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.
- 12.3. A boat shall not use any form of positioning or telemetry system, other than that supplied or authorised by the OA, to post or broadcast the boat's position or other boat data to any media organisation or on any internet site or social media.
- 12.4. Crew members of a boat may speak to accredited members of any media organisation prior to, during and after the race, regarding the boat, the race and the prospects, performance or strategy of boats entered or participating in the race, subject to:
- a. any comments not undermining or interfering with, or having a detrimental impact on, the OA and its officers, employees, volunteers and members, the Protest Committee, measurers, or any sponsor or supporter of the OA;
  - b. no reference being made during such a commentary to boats in distress or wreckage sightings; and
  - c. all information given being accurate (for example, no deliberately false sightings or positions may be reported).



- 12.5. 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:
- a. 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.
- 12.6. A boat may during its race use a drone flown from and recovered by the boat in accordance with the SI.
- 12.7. Willie Smith's Launceston to Hobart Yacht Race is a registered trademark owned by the Derwent Sailing Squadron Incorporated and the use of the trademark is absolutely restricted and limited to use by or with the consent of the OA.

### 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 boat's crew list crew members acknowledge that by doing so they release the OA, the race sponsor and any other sponsor of the Willie Smith's Launceston to Hobart Yacht Race and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 12.2.
- 13.2. Specific attention is drawn to RRS Fundamental Rule 3 (Decision to race), which states: "The responsibility for a boat's decision to participate in a race or to continue racing is her's alone".
- 13.3. Attention is also drawn to RRS Fundamental Rule 6.1 (Betting and Anti-Corruption).

### 14. PRIZES, TROPHIES AND PRIZE GIVING

#### 14.1. OVERALL

- 14.1.1. The Perpetual Trophy for the overall winner of the 2022 Willie Smith's Launceston to Hobart Yacht Race will be calculated using the IRC Handicap system for 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 3rd
- 14.2.2. The overall winner will be eligible for Handicap Class prizes.

#### 14.3. LINE HONOURS

- 14.3.1. The Perpetual Trophy for Line Honours will be presented to the 1st boat across the Finish Line subject to NoR 6.3.

#### 14.4. OTHER PRIZES

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

#### 14.5. PRIZE GIVING



14.5.1. The prize giving ceremony will be held at the Derwent Sailing Squadron on Saturday 31 December 2022.

## 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 their own accord, withdraw their entry on or before the 18 November 2022 the entrant shall receive a 75% refund of their entry fees.
- 15.3. Should a competitor, on their own accord, withdraw their entry after the 18 November 2022 and on or before the 09 December 2022 the entrant shall receive a 50% refund of their entry fees.
- 15.4. Should a competitor, on their own accord, withdraw their entry after the 09 December 2022, a refund will be determined at the discretion of the OA.



## Appendix A – Paper Charts

### Charts (paper form)

- ✧ AUS 167 Port Dalrymple
- ✧ AUS 169 Plans in Tasmania – features Blackman Bay
- ✧ AUS 170 Mercury Passage (Maria Island)
- ✧ AUS 172 Port of Hobart
- ✧ AUS 766 Mistaken Cape to Wardlaws Point
- ✧ AUS 767 Wardlaws Point to Eddystone Point
- ✧ AUS 796 Tasman Head to Cape Fredrick Hendrick
- ✧ AUS 797 Tasman Island to Mistaken Cape
- ✧ AUS 798 Eddystone Point to Stony Head
- ✧ AUS 799 Stony Head to Rocky Cape

### Books (in paper or electronic form)

- ✧ “Cruising Tasmania” by J Brettingham-Moore

## Appendix B – Stability

Australian Sailing Special Regulations

A boat shall conform to APPENDIX B to Part 1 RESISTANCE TO CAPSIZE FOR MONOHULLS for Category 3 Races:

- ✧ ISO 12217-2 Design Category or IRC Category A or B; or
- ✧ IRC SSS Base Value of 16 or greater; or
- ✧ SV of 10 or less subject to B.5.1; or
- ✧ RMI of 1.4 or greater..

