



Launceston to Hobart Yacht Race 2024

Sailing Instructions

Friday 27 December 2024

Organising Authority:



DERWENT
SAILING SQUADRON

EST. 1906

Derwent Sailing Squadron

Race Director	Ron Bugg
Commodore	Nick Connor
Vice Commodore	Steve Chau
Rear Commodore	Richard Fisher
Treasurer	Dermot Crean
Board Members	Jill Abel
	James Burbury
	Steve Chau
	Samantha Dobie
	Sophie Kelly
	Scott Brain
General Manager	Shaun Tiedemann
Sailing Operations Manager	Colleen Darcey

Contact Details

Colleen Darcey - Sailing Operations Manager

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1. RULES

The race will be governed by the rules as defined in The Racing Rules of Sailing (RRS) and as in the Notice of Race (NoR).

2. BRIEFING

- 2.1. The compulsory Race Briefing will be held at the Tamar Yacht Club, Beauty Point, at 17:30 Australian Eastern Daylight Time (AEDT) on Thursday 26 December 2024. Two (2) crew members, one (1) of whom shall be the skipper or navigator, shall attend the race briefing.
- 2.2. If the required attendance at the briefing is not met the boat will not be eligible to race. The two (2) crew members are each required to sign an attendance register located in the briefing area prior to the commencement of the briefing.
- 2.3. A weather briefing will be published and communicated online prior to the race briefing.

3. RESPONSIBILITY

- 3.1. All those taking part in the race do so at their own risk and responsibility. The Organising Authority (OA), and its respective officers, employees, volunteers and members accept no liability for any injury, loss or damage that may be suffered by any competitor.
- 3.2. Attention is drawn to the International Convention for the Safety of Life at Sea where it is accepted as the normal practice of seamen that there is an obligation upon masters to render every assistance within their power in cases where a person or persons are in distress at sea. These obligations are set out in Regulation V/10 of the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974).
- 3.3. A boat is required to comply with International Aeronautical and Maritime Search & Rescue Manual Vol. III upon receiving a distress call.
 - 3.3.1. The immediate action required by IAMSAR Vol. III is to:
 - ✧ acknowledge receipt and, if appropriate, re-transmit the distress message;
 - ✧ take an immediate magnetic compass bearing to the boat in distress (if practicable);
 - ✧ communicate the following information to the boat in distress:
 - a. Identity;
 - b. Position;
 - c. Estimated time of arrival (E.T.A.); and



- d. When available, magnetic bearing to the boat in distress;
- ✧ Maintain a continuous listening watch on distress frequencies;
 - ✧ Post extra lookout if in the vicinity; and
 - ✧ relay distress message(s) to a marine rescue unit and rescue coordination control and update as necessary.

4. INTERNATIONAL REGULATIONS

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

5. SUNSET AND SUNRISE

- 5.1. For the purposes of this race the times of Sunrise and Sunset shall be as follows:
- ✧ Sunrise: 05:30 AEDT
 - ✧ Sunset: 20:50 AEDT

6. OTHER CHANGES TO CLASS RULES, RRS AND SPECIAL REGULATIONS

As per NoR 2.

7. TIME OF START

- 7.1. The start of the race will be at 11:00 AEDT 27 December 2024 with the attention signal (orange flag) displayed at 10:50 AEDT.

8. INSPECTION AND INFORMATION

- 8.1. Boats shall be made available before and after competing for spot inspections by the Race Committee or its nominee at any time.
- 8.2. Personal information about crew members is obtained from the crew list. That information is obtained for use in search and rescue situations and will comply with the health directions of government and public health authorities and for media purposes. The information may be given to search and rescue authorities and organisations, public health authorities, Tasmanian Police, volunteer coastal stations and media representatives and may be passed on by them to other organisations. Crew members may gain access to the information held about them by contacting the OA.

9. HANDICAP CATEGORIES AND DIVISIONS

The race will be conducted in IRC, ORC and PHS handicap categories.



10. SCORING

See NoR 13.

11. MEDIA RIGHTS AND RESTRICTIONS

Skippers and crew members 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.

- a. provided that any comments and/or material supplied do not undermine or interfere with or have a detrimental impact on the OA and its officers and employees, the Race Committee, the Protest Committee, measurers, or sponsors.
- b. subject to the OA receiving from the accredited media concerned an undertaking on terms satisfactory to the OA.

12. 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 (l2h-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).

13. PRIZES, TROPHIES AND PRIZE GIVING

- 13.1. Prizes and trophies will be in accordance with NoR 22.
- 13.2. The presentation of trophies and prizes will take place at the Derwent Sailing Squadron on the 31 December 2024 at 12:30 AEDT. Combined trophies (1st to Low Head, L2H & King of the Derwent combined score) for the L2H will be presented at the Innovative Electrical King of the Derwent trophy presentation on the 2 January 2025.

14. FLAGS ON BOATS

A L2H race flag provided to each boat at or before the race briefing shall be flown before the race start and immediately after finishing prior to being docked at Elizabeth Pier. It shall be flown from the forestay and should remain hoisted until at least midnight on 1 January 2025 whilst in dock.

15. REPORTING AT START

As per Pre-Race Radio Check set out in Sailing Instruction Appendix A.



16. START AND START LINE

16.1. Class Flag will be a Willie Smith's Launceston to Hobart flag.

16.2. Starting signals will be made in accordance with RRS 26 except as amended by below:

Attention signal - Orange flag	10 minute
Warning signal - Class flag hoisted	05 minute
Preparatory signal hoisted	04 minute
Preparatory signal lowered	01 minute
Starting signal - Class flag lowered	00 minute

16.3. The Start Line will be between an orange pole on the Committee Boat and a red buoy East of the northern end of Inspection Head Wharf. A distance mark (yellow buoy) may be set off the Committee Boat.

16.4. Competitors are further reminded that the Start Line and immediate 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 minimise problems with shipping and may be postponed at short notice to facilitate shipping movements. The AP postponement flag will be flown and two (2) sound signals and every effort will be made to keep competitors informed on VHF Channel 73.

16.5. If at any time before the start the Race Director determines that there is insufficient wind or room to start the race the Committee Boat will fly Code Flag L and the Answering Pennant (AP) and make two (2) sound signals and then proceed from the start area down the Tamar River (towards Bass Strait) to a position where the Race Officer determines there is sufficient wind and/or room to start the race. The AP and Code Flag L will be lowered with one (1) sound signal and the Warning Signal will be made one (1) minute after the Answering Pennant is lowered.

16.6. The start radio frequency will be VHF Channel 73.

16.7. The starting procedure may be broadcast on VHF Channel 73.

17. RECALLS

Individual recalls in accordance with RRS 29.1 may also be notified by radio approximately five (5) minutes after the start on race frequency VHF Channel 73. Competitors are reminded that radio recall information is provided as an aid and the provision or failure of the aid will not form the basis of any protest or claim for redress.



18. COURSE

18.1. From the start thence to the Finish 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 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 Beauty Point Start Line)
- ✧ Farewell Beacon to Starboard (41°3.67'S 146°46.73'E)
- ✧ Swan Island to Starboard
- ✧ Maria Island to Port
- ✧ Lachlan Island to Starboard
- ✧ Tasman Island to Starboard
- ✧ Iron Pot to Starboard
- ✧ John Garrow Light to Port

19. FINISH LINE

19.1. The Finish Line will be in the River Derwent between the flag mast on the Castray Box on Battery Point (42°53'S 147°20.3'E) and a white buoy identified by the word "Rolex" which shall display a strobe light by night, the buoy bearing 050° true, approximately 300 metres from the Castray Box. An inner distance mark, a large inflatable buoy, may be positioned approximately on the Finish Line and when finishing, boats are required to leave this mark to Port.

19.2. Boats shall cross the Finish Line from South to North.

19.3. Boats finishing during the hours of darkness are required to illuminate their sail number on the port side.

19.4. Boats are requested to accurately record their finishing time.

20. MOORING

20.1. After finishing, boats are required to await the arrival of a berthing tender. The berthing tender will advise of the mooring area. Boats will be moored on the Southern side of Elizabeth St Pier, bow or stern to, and should prepare mooring lines and fenders appropriately, observing the instructions of the berthing tender which will be operating on VHF Channel 09. ***It is recommended that boats have a mooring line 3 times the length of the boat to facilitate mooring to the mooring buoys.***



- 20.2. All boats are required to vacate the Southern side of Elizabeth St Pier by no later than 17:00 AEDT on the 2 January 2025.

21. TEMPORARY DISCONTINUANCE FROM RACING (Amends RRS 41, 42.1 and 45)

- 21.1. A boat after starting may use its motor to assist with anchoring or berthing when:
- taking shelter from extreme weather; or
 - disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
 - attempting repairs wholly on board.
- 21.2. In the event of extreme weather being reported or forecast in the race area the Race Director may recommend that yachts stop racing and seek shelter where it is available. In the event that this occurs, an adjustment to the yacht's elapsed time may be made, based on the time that the yacht reports that it has ceased racing and the time it reports it has resumed racing. The latitude and longitude must also be recorded when the yacht's motor is first engaged and when the yacht's motor is disengaged in order to resume the race. Details of the above activities must be included on the Race Declaration.
- 21.3. For the purpose of SI 22 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-board. NO outside assistance shall be accepted by the boat or the crew other than as provided in RRS 41.
- 21.4. 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.
- 21.5. For the purpose of this SI a boat's elapsed time shall continue to accrue.
- 21.6. A boat that receives outside assistance that contravenes RRS 41 with the sole object of safely completing the race and that does not enhance its 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.
- 21.7. For all the above clauses boats shall log accurate times and navigational data.
- 21.8. Boats that have a temporary discontinuance from racing shall provide details of the discontinuance on the Race Declaration (Appendix B).

22. TIME LIMITS

- 22.1. Boats that start more than two (2) hours after the starting signal will be scored DNS (Did Not Start).



- 22.2. After 10:00 AEDT on the 2 January 2025, the Castray Box may not be manned. A boat finishing after this time shall record its own finishing time and lodge a Race Declaration with the Race Committee, unless its finish is acknowledged by a sound signal from the Castray Box.

23. DECLARATIONS (AMENDS RRS 63.1)

- 23.1. A boat shall lodge a Race Declaration on the prescribed form only when:
- a. an infringement occurs, however minor, of any rule, regulation, SI or radio instruction; or
 - b. the boat has taken a two-turns penalty; or
 - c. temporary discontinuance from racing SI 21; or
 - d. the boat has taken finishing time in accordance with SI 22.2; or
 - e. the boat acknowledges a time penalty in accordance with SI 24; or
 - f. the boat fails to answer a routine schedule in accordance with SI 27.4; or
 - g. the boat uses a bone fide replacement for a damaged mainsail under NoR 2.3.
- 23.2. Declarations by boats shall be lodged with the Sailing Operations Manager of the Derwent Sailing Squadron on the form provided in Appendix B, or by email to sailing@dssinc.org.au within 12 hours of the boat finishing the race.

24. PROTESTS, REDRESS AND PENALTIES

- 24.1. Protests or requests for redress are to be lodged with the Sailing Operations Manager of the Derwent Sailing Squadron or by email to sailing@dssinc.org.au within 12 hours of the boat's finishing time.
- 24.2. Protests or requests for redress will be heard at the Derwent Sailing Squadron in Sandy Bay, 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 Official Notice Board at least six (6) hours before the hearing. Decisions made will, where practical, be applied before the calculation of corrected times and determination of trophies.
- 24.3. The following penalties will be applied for breaches of Part 2 and 3 of the RRS:
- ✧ Minor infringement without damage – 15 minutes
 - ✧ An infringement with damage that is not considered serious – 60 minutes
- 24.4. The penalty for a serious infringement will be determined by the Protest Committee and may result in a percentage time penalty or disqualification.
- 24.5. All penalties will be noted on the finish 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.



- 24.6. All requests for redress involving the official finish sheet must be submitted within four (4) hours of posting of the results.
- 24.7. The Protest Committee shall not be entitled to abandon the race as a consideration for redress. This changes RRS 64.2.

25. MISUSE OF FLARES

- 25.1. No flares of any type are to be fired while the boat is moored at Elizabeth St Pier. Civil authorities have severe penalties for offenders.

26. ALTERATION TO SAILING INSTRUCTIONS

- 26.1. Any alterations to these SI's shall be posted on the Official Notice Boards and may be advised to competitors at the race briefing.

27. RADIO COMMUNICATIONS

- 27.1. Radio Communications procedures are detailed in Appendix A.
- 27.2. 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.
- 27.3. Failure to sign on at the pre-race schedule shall result in the boat being scored DNS.
- 27.4. Failure to answer a routine schedule on time shall require a written explanation of the reason why the schedule(s) was missed on the Race Declaration (Appendix B), and boats may be penalised for any such failure.

28. TRACKING DEVICES AND CAMERAS

- 28.1. Each entrant will be required to carry a tracking device supplied by the OA. 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 these SI's. The Race Committee will continue to monitor the boats position on AIS. The OA 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).



28.2. 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.**

29. APPENDICES

29.1. The attached appendices A and B form part of these Sailing Instruction's.



APPENDIX A – RADIO COMMUNICATIONS

1. RACE FREQUENCIES

- 1.1. Routine radio schedules will be conducted on VHF Channel 73 after a call "...to all yachts in the Launceston to Hobart" on VHF Channel 16. Between scheduled broadcasts (Skeds) all yachts should monitor VHF Channel 16.
- 1.2. Pre-race sign on schedule 27 December 2024 on VHF Channel 73.
- 1.3. Premature starters on 27 December 2024 on VHF Channel 73.
- 1.4. Distress
 - ✓ Tas Maritime Radio monitor VHF Channel 16, HF Distress frequencies 2524, 4125, 6215 and 8291 kHz (HF not monitored at night).
- 1.5. Dennison Canal – VHF Channel 16.
- 1.6. Post finish & berthing – VHF Channel 09.

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 a boat may be nominated by the Race Committee to provide assistance where necessary.

3. CREW CHANGES

Crew changes will be in accordance with NoR 11.4.

4. COMMUNICATION

- 4.1. All radio communications will be conducted on VHF Channel 73. Between scheduled broadcasts (Skeds) all yachts should monitor VHF Channel 16 and VHF Channel 73.
- 4.2. Reporting at Start:
 - 4.2.1. Boats intending to start shall report to the Race Officials on the Start Boat between 10:00 and 10:40 AEDT on 27 December 2024.
 - 4.2.2. The reporting at start procedure shall be:

When in the vicinity of the Committee Boat, a boat shall:

 - i. have its trysail or a mainsail reefed to reduce luff by not less than 40% in accordance with SR 4.24.1(d) and storm jib set until acknowledged by race officials:



ii. call the Committee Boat on VHF Channel 73 confirming the following information:

- ✧ Boat Name;
- ✧ Sail Number; and
- ✧ people on-board (POB).

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

4.2.3. Boats that fail to satisfactorily complete SI Appendix A 4.2.1 will be scored DNS (Did Not Start). This changes RRS 63.1 and RRS A5.

4.3. Routine schedules (VHF Channel 73)

4.3.1. Boat position reporting schedules will be conducted by Tas Maritime Radio (TMR). A boat may be nominated by the Race Committee to provide assistance if and where necessary.

4.3.2. Boats will be called in alphabetical order to give their position at the times listed in the routine schedule until they have crossed the Finish Line or if retired and have reached a safe harbour.

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

4.3.4. The position given shall be the boat's position in degrees and whole minutes only of latitude and longitude on the exact hour preceding the commencement of the radio schedule. The relative position of other known boats in close vicinity should be noted and given if requested.

4.3.5. The reason for failure to report at the routine schedule times, for any reason, must be reported on the boat's Race Declaration.



4.4. Radio Schedules – Position Report Schedules

DATE	TIME (AEDT)	ACTION	FREQUENCY	STATION
27 Dec	10:00 – 10:40	Pre-race sign in	VHF 73	TYC
27 Dec	18:33	Routine Schedule	VHF 73	TMR
28 Dec	07:03	Routine Schedule	VHF 73	TMR
28 Dec	18:33	Routine Schedule	VHF 73	TMR

THEREAFTER EVERY DAY AS PER THE 28 DECEMBER SCHEDULE

L2H Berthing Tender	Post Finish	VHF 09	Tender	L2H Berthing Tender
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Note: Reported positions should be taken as at the exact hour preceding the sked.

Tas Maritime Radio Weather Skeds VHF Channel 16 call up 0745, 1345, 1733.

4.5. Radio Failure

4.5.1. In the event of a radio failure after the start of the race every effort should be made to contact TMR by one of the following methods:

- ✧ Using HF or VHF radio, relayed by another vessel if necessary; or
- ✧ Endeavour to place yourself in the vicinity of another vessel so that you can be identified, and your position relayed to the radio station; or
- ✧ By telephone to TMR on 03 6231 2276 or to the DSS Sailing Operations Manager on 0417 121 575.

5. BOATS RETIRING

5.1. Should a boat retire from the race every effort must be made to advise TMR 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; and
- ✓ the port to which the boat is retiring.



5.2. Boats that retire shall maintain their routine position reporting radio schedules until such time as they reach a safe harbour. Within two (2) hours of arrival at a safe harbour contact must be made with Tas Maritime Radio or with the DSS Sailing Operations Manager on 0417 121 575 to confirm the boat's safe arrival.

6. FINISHING SCHEDULES (VHF CHANNEL 73 & 09)

- 6.1. In the event of tracker failure, a boat may be instructed by TMR to call the DSS Sailing Operations Manager on 0417 121 575 advising its estimated time of arrival at the Finish Line when they pass abeam of the Iron Pot (12nm from the finish).
- 6.2. In addition to the above, boats must maintain their routine radio schedules including the reporting of positions until they have crossed the Finish Line.
- 6.3. On crossing the Finish Line boats should call "L2H Berthing Tender" on VHF Channel 09 to liaise with the tender providing berthing assistance.
- 6.4. Boats will not be deemed to have "signed off" from the race until they have handed the RACE TRACKER to the DSS Sailing Operations Manager or representative.



APPENDIX B – RACE DECLARATION

I _____, being in charge of the boat

_____ lodge this declaration as per Clause 24 of the Sailing

Instructions for the Willie Smith's Launceston to Hobart Yacht Race 2024

_____ Signature

_____ Date





LAUNCESTON TO HOBART YACHT RACE

2024

Safe Anchorages and Ports

This guide is based on the experiences of many sailors and insights from local fishermen along Tasmania's north and east coasts.

It is generally assumed that anchoring in the lee of a landmass is safe when waters are calm and the weather forecast is favourable. If in doubt, seek local knowledge and consider anchoring alongside local fishing boats. This guide may be helpful for finding safe havens in various wind and swell conditions, particularly where natural land protection is not available.

The **Marine and Safety Tasmania (MAST)** provides public moorings at various locations along the east coast of Tasmania between the Binalong Bay and Hobart. These moorings offer safe spots to stop as an alternative to anchoring.

For more detailed navigation, it is recommended to consult additional resources, such as the RYCT Anchorage Guide (Van Diemen's Land Circumnavigation) or *Cruising Tasmania* by Brettingham-Moore.

Heading North-East from the Tamar River Mouth

- **Stoney Head & Black Rock Point (Lulworth):** Offers limited depth and shelter in westerly winds, but swell wrapping around the points can make conditions uncomfortable.
- **Sandy Points:** Both West and East Sandy Points, including Bridport, provide some shelter from westerly winds but are prone to swell due to the shallow sandy seabed.
- **Croppies Point:** Provides good holding from northeast to easterly winds but may develop an uncomfortable roll.
- **Waterhouse Island:** After navigating the reefs south-west of the island, good shelter can be found from westerly and north-easterly winds on the southern side. Other anchorages are possible around the island with favourable forecasts.
- **Ringarooma Bay:** Shelter is available along the western shore, particularly near Pinnacle Rock. However, the coastline is rocky and requires cautious navigation.
- **Fosters Inlet:** Offers excellent anchorage on the northeast tip of Tasmania. The western side is protected by Black Rocks reef, with good holding on a sandy bottom. Winds can be strong due to the flat surrounding land, home to a wind farm.

Negotiating Cape Portland and Banks Strait

- **Cape Portland to Swan Island:** Unless you have local knowledge, it is advisable to stay well offshore as this area is scattered with rocks, reefs, and strong currents that complicate navigation.

- **Musselroe Bays:** Little Musselroe Bay provides safe anchorage in westerly winds, and the two southern bays on Swan Island offer good holding, though be aware of the rock in the middle of the eastern most bay.
- **Great Musselroe Bay:** Offers good holding and protection from westerly winds, provided the forecast is favourable.

Georges Rocks and Eddystone Point

- **Georges Rocks:** Limited shelter is available in small coves amongst the rock on the southwest side, but local knowledge is crucial due to space constraints and strong winds.
- **Eddystone Point:** Provides great shelter from north through westerly winds. The southern route via Victoria Rocks is safer for entering the sandy bay.

Sailing South in North to Southerly Weather

- **Sloop Rock - The Gardens:** Limited shelter can be found on the southern side of the reef close to shore near a small cove. Conditions can become roily in northerly weather but are otherwise manageable.
- **Binalong Bay:** Provides shelter from southerly conditions, with **MAST public moorings** available off the township. Skeleton Bay, further south, offers a decent anchorage but can be uncomfortable due to swell.
- **St Helens (Georges Bay):** A well-protected anchorage with **MAST public moorings**. However, crossing the bar into Georges Bay requires local knowledge and favourable conditions. Contact [St Helens Marine Rescue](#) for advice on 0408 817 359, VHF 16 or VHF 82
- **St Helens Island:** Shelter can be found close to the shore on the southwest side, though space is limited for swinging at anchor.

Bicheno to Wineglass Bay

- **Bicheno (Waubs Bay):** Offers safe haven with **MAST public moorings** and short term berthing is available at the wharf in The Gulch. Beware of submerged rocks at the southern end of the entrance. Local knowledge is important for navigating through the entrances and exits of the bay.
- **Wineglass Bay:** A well-known safe anchorage, except in east to north-easterly winds.

Schouten Passage and Schouten Island

- **Schouten Passage:** Provides multiple anchorage options depending on the wind direction. The "Schouten Shuffle" is common practice, where yachts move between anchorages to adjust to weather changes. There are also a few **MAST public moorings** available.

The South-East Coast

- **Triabunna:** Offers excellent mooring and berthing facilities, with several **MAST public moorings** available.
- **Maria Island (Chinamans Bay):** Considered one of the best anchorages on the eastern coast, Chinamans Bay provides sheltered anchorage with **MAST public moorings**.
- **Denison Canal/Dunalley:** Suitable for yachts with drafts up to 2 meters. Care is needed when navigating the eastern channel, especially after easterly winds. Pass through the canal when the red light turns green after contacting the Bridge Manager.

- **Lagoon Bay:** Good shelter from most winds, but can suffer from an easterly roll in swell conditions.
- **Pirates Bay:** Offers good shelter and **MAST public moorings**, but conditions can become uncomfortable in easterly or westerly winds.
- **Fortescue Bay:** Popular for safe anchorage, with **MAST public moorings** available. It is often used before rounding Tasman Island.

Tasman Island

- There are no safe anchorages around Tasman Island, though short-term shelter can be found in the lee. Anchoring is generally not recommended.

Port Arthur to Hobart

- **Port Arthur:** Provides multiple sheltered anchorages and good facilities onshore. Safety Cove at the southern entrance can provide temporary respite.
- **Final Stretch to Hobart:** Safe anchorages are available at White Beach, Nubeena, and along the bays of Northern Bruny Island.

DISCLAIMER

The information provided about Safe Anchorages and Ports is intended as a general guide only and should not be relied upon as the sole source of information for navigation or mooring.

It is the responsibility of the skipper or vessel owner to observe all relevant maritime regulations, and take into account weather, sea conditions, and the specific needs of their vessel.

The Launceston to Hobart Yacht Race Organising Authority accept no liability for any loss, damage, or injury caused by the use of this information. Always seek local knowledge, check official resources, and use appropriate navigational aids when racing.