



**Harcourts** Hobart

# Sailing Instructions

Saturday 27 December 2025

Organising Authority:



DERWENT  
SAILING SQUADRON

EST. 1906

## Naming Rights Sponsor



32/34 Sandy Bay Road, Hobart, Tas, 7000

Tel: 03 6220 9100 Web: <https://harcourts.net/au/office/hobart>

## Derwent Sailing Squadron Officers

.Race Director	.Ron Bugg
.Commodore	.Steve Chau
.Vice Commodore	.Colleen Darcey
.Rear Commodore	.Richard Fisher
.Treasurer	.Dermot Crean
.Immediate Past Commodore	.Nick Connor
.Board Members	.Charlotte Frankcombe
	.Jack Knight
	.Samantha Dobie
	.Scott Brain
	.Sophie Kelly
.General Manager	.Shaun Tiedemann
.Sailing & Training Supervisor	.Amy Potter

## Contact Details

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## 1. RULES

- 1.1. The race will be governed by the rules, as defined in The Racing Rules of Sailing 2025-2028 (RRS) of World Sailing: except as amended by these Sailing Instructions (SI), Notice of Race (NoR) and by the current versions of:
- the IRC Rules 2025 Parts A, B and C;
  - the ORC Rating System Rules 2025; and
  - the prescriptions and special regulation (SR) of Australian Sailing (AS Special Regulations) (a copy of which may be found at <https://www.sailingresources.org.au/safety/specialregs/>). Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted. 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 Friday 26 December 2025. 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 and at the race briefing.

## 3. RESPONSIBILITY

- 3.1. All those taking part in the race do so at their own risk and responsibility. The OA, and their 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 of the boat that receives the distress call is required by IAMSAR Vol. III 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

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

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

The start of the race will be at 10:00 AEDT Saturday 27 December 2025 with the attention signal (orange flag) displayed at 09:50 AEDT.

#### 8. INSPECTION AND INFORMATION

- 8.1. Boats shall be made available before and after competing for spot inspections by the OA 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 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 OA and on the event website ([l2h-dssinc.org.au](http://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 61.3).

## 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 Wednesday 31 December 2025 from 12:30 AEDT. Combined trophies (1<sup>st</sup> to Low Head, L2H & King of the Derwent combined score) for the L2H will be presented at the Innovative Electrical King of the Derwent prize presentation on Friday 2 January 2026.

## 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 Thursday 1 January 2026 whilst in dock.

## 15. REPORTING AT START

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

## 16. START AND START LINE

16.1. Class Flag will be a Harcourts Hobart 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 with two (2) sound signals. 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.
- 16.8. For the purposes of SI 15 a longitude and latitude will be provided of the Committee Boat position upon request to the OA. In the instance of a late starter, the Committee Boat longitude and latitude must be passed to starboard, if/when the Committee Boat is not on station. The late starter boat must notify the OA of the ETA of their intended start time. A boat with a delayed start shall record its own start time and lodge a declaration (Appendix B) including starting time, a photo of their GPS plot at the time of starting in accordance with SI 23, and a photo of their storm sails, or reefed main in accordance with SR 4.24.1(d). Start reporting procedures outlined in Appendix A apply.

## 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 yellow buoy identified by the word "Rolex" which shall display a strobe light at 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 Friday 2 January 2026.

## 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:
- a. taking shelter from extreme weather; or
  - b. disembarking sick/injured crew who will take no further part in the race (such crew shall not be replaced); or
  - c. attempting repairs wholly on board; and/or
  - d. rendering assistance in accordance with RRS 1.1.
- 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) unless they have prior approval from the OA. Late starting approval will only be considered at the absolute discretion of the OA.
- 22.2. A boat that has OA approval, may start up to four (4) hours after the initial warning signal, as long as they ensure all requirements of SI 15, 16.8 & 23 are met.
- 22.3. After 10:00 AEDT on Friday 2 January 2026, 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 OA, unless its finish is acknowledged by a sound signal from the Castray Box.



## 23. DECLARATIONS

- 23.1. A boat shall lodge a Race Declaration using Appendix B form only when:
- a. an infringement occurs, however minor, of any rule, regulation, SI or radio instruction; and/or
  - b. a late starter; and/or
  - c. the boat has taken a two-turns penalty; and/or
  - d. temporary discontinuance from racing SI 21; and/or
  - e. the boat has taken finishing time in accordance with SI 22.2; and/or
  - f. the boat acknowledges a time penalty in accordance with SI 24; and/or
  - g. the boat fails to answer a routine schedule in accordance with SI 27.4; and/or
  - h. 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 Office of the Derwent Sailing Squadron on the form provided in Appendix B, or by email to [sailing@dssinc.org.au](mailto:sailing@dssinc.org.au) within 12 hours of the boat finishing the race.
- 23.3. Boats whom as required under SI 23.1 fail to lodge a declaration within this time frame (SI 23.2) will be disqualified (DSQ) without a hearing.

## 24. PENALTIES AT THE TIME OF THE INCIDENT

- 24.1. A boat may take a two-turns penalty when she may have broken one or more rules of Part 2 in an incident while racing whilst south of the Farewell Beacon (41° 3.675'S, 146° 46.73' E) and in the Tamar River; This changes RRS 44.1 and NOR 2.2.1(b).
- 24.2. At all other times a boat may take a Scoring Penalty in accordance with RRS 44.3. A boat takes a scoring penalty by displaying a yellow flag at the first reasonable opportunity after the incident. A boat shall include full details of the penalty on their declaration form (SI 23.1). The penalty will be a 3% time penalty added to their elapsed time for each penalty. This amends RRS 44.3 (c).

## 25. PROTESTS, REDRESS AND PENALTIES

- 25.1. Protests or requests for redress are to be lodged with the Sailing Office of the Derwent Sailing Squadron or by email to [sailing@dssinc.org.au](mailto:sailing@dssinc.org.au) within 12 hours of the boat's finishing time.
- 25.2. 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.
- 25.3. When the Protest Committee decides that a boat that is party to a protest or redress hearing has broken a rule other than RRS 2 and that no serious damage or injury was caused and no significant advantage has been gained, it may apply a time penalty of up to 10%. Should the Protest Committee decide that the breach was minor and unintentional it may at its discretion apply a different penalty.
- 25.4. The penalty for a serious infringement will be determined by the Protest Committee and may result in a percentage time penalty or disqualification.
- 25.5. All penalties will be noted on the finish sheet and shall be applied to elapsed times. Boat positions will be adjusted after penalties are applied.





- 25.6. All requests for redress involving the official finish sheet must be submitted within four (4) hours of posting of the results.
- 25.7. The Protest Committee shall not decide to abandon the race when it decides to grant redress. This changes RRS 61.4 (c).

## 26. MISUSE OF FLARES

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.

## 27. ALTERATION TO SAILING INSTRUCTIONS

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

## 28. RADIO COMMUNICATIONS

- 28.1. Radio Communications procedures are detailed in Appendix A.
- 28.2. 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.
- 28.3. Failure to sign on at the pre-race schedule shall result in the boat being scored DNS.
- 28.4. 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.

## 29. TRACKING DEVICES AND CAMERAS

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 OA 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).

## 30. RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is its 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.**

## 31. APPENDICES

The attached appendices A and B form part of these SI'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 competitors 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 2025 on VHF Channel 73.
- 1.3. Premature starters on 27 December 2025 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 OA 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 OA Race Officials on the Committee Boat between 09:00 and 09:40 AEDT on Saturday 27 December 2025.
  - 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 will be scored DNS (Did Not Start) without a hearing. This changes RRS A5.
- 4.2.4.** Boats that do not meet the requirements of 4.2.1 and 4.2.2 but have received approval from the OA as a late starter must comply with SI 16.8 and 22.1

**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 OA 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	09:00 – 09:40	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				
Post Finish	Once sails down	Call for berth tender	VHF09	L2H Tender

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

Tas Maritime Radio Weather Skeds VHF Channel 16 call up 07:45, 13:45, 17:33.

**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 or the OA 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 OA Sailing Office 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 TMR or with the OA Sailing Office 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 OA Sailing Office 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 OA Sailing Office or OA officer.

## APPENDIX B – RACE DECLARATION

I \_\_\_\_\_, being in charge of the boat

\_\_\_\_\_ lodge this declaration as per Clause 24 of the Sailing

## Instructions for the Harcourts Hobart Launceston to Hobart Yacht Race 2025

Signature

Date