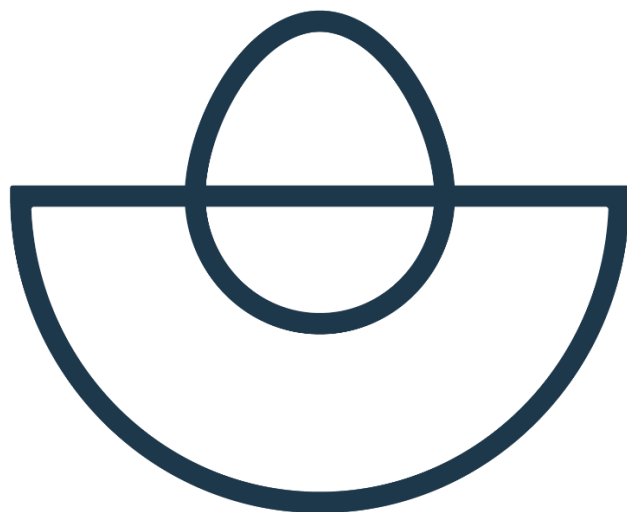




kneSt

MODULAR HOMES

**LAUNCESTON TO
HOBART
YACHT RACE 2026**

20  **YEARS**
2007 - 2026

NOTICE OF RACE

The 2026 Knest Modular Homes 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 (the Organising Authority (OA)) with the co-operation of the Tamar Yacht Club (TYC).

1. RACE

- 1.1. The race is 285 nautical miles.
- 1.2. The start of the race will be off Inspection Head, Beauty Point, or in the Tamar Estuary North of Beauty Point or Bass Strait, depending on tide, weather conditions and fleet composition. Details of the course will be provided in the Sailing Instructions (SI).
- 1.3. The finish will be off Castray Esplanade in the River Derwent, Hobart.
- 1.4. The attention signal will be given at 1320hrs. The warning signal for the race will be signalled at 1325hrs (Australian Eastern Daylight Time, AEDT) on Sunday 27 December 2026, with the starting signal at 1330hrs.

2. RULES

2.1. General Rules

Except as amended by the NoR or the SI the race will be governed by:

- a. the Racing Rules of Sailing 2025-2028 (RRS) as defined by World Sailing (WS);
- b. the current IRC Rules Parts A, B and C;
- c. the current ORC Rating System Rules;
- d. the prescriptions and special regulation of Australian Sailing ("AS Special Regulations") (a copy of which may be found on the Australian Sailing Resources page. Where Australian Standards are specified in the AS Special Regulations, equipment marked as satisfying a recognised equivalent international standard may be accepted; and
- e. the International Regulations for the Prevention of Collisions at Sea (COLREGs).

2.2. Changes to the RRS

2.2.1. The RRS are amended as follows:

- 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 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 to ensure 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 rule of 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:
- to allow the adjustment of movable water ballast or canting keels on any yacht and the use of stored power to do so;
 - to allow the use of stored power for sail handling and sail trimming on any yacht; and
 - 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 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 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 7.2; and
- j. the OA may include other changes to the RRS in the SI.

2.3. Amendments to the IRC and ORC Rules

2.3.1. The IRC and ORC rules are amended as follows:

- 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 headsail and/or 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.

2.3.2. IRC Rule 22.4.2 Crew Number/Weight is deleted and replaced by:

The maximum number of crew that may sail aboard a yacht shall be the number shown on the IRC certificate except that, when the crew consists of either:

- at least 2 females, or
- at least 2 youth sailors (23 or under on 26 December 2026), or
- at least 1 female and 1 youth sailor (23 or under on 26 December 2026),

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

2.4. Additions to The Australian Sailing Special Regulations

2.4.1. Additional requirements to the Special Regulations as follows:

- a. Special Regulation 3.29.1: An AIS transponder shall be carried and be switched on, such that it is receiving and transmitting at regular intervals (no less than 5 minutes) for the duration of the race. The failure of any station to receive a signal from a boat's AIS transponder shall not be subject to protest or grounds for redress (this changes RRS 60.1 and 61.1 and RRS 63.2 shall not apply).
- b. Special Regulation 4.19.2: 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 will also carry as a minimum a <24hr equipment pack that is serviced in accordance with manufacturer's specifications;
- c. Special Regulation 5.01.1(h): A lifejacket shall be worn by each member of the crew at, but not limited to, the following times:
- when on deck between the hours of sunset and sunrise;
 - when alone on deck;
 - when on deck when the true wind speed is 25 knots or above; and
 - when on deck when visibility is less than one (1) nautical mile.
- d. Special Regulation 5.01.5: Each inflatable lifejacket shall be checked and serviced at the intervals as prescribed by the manufacturer by an authorised servicing agent and documented evidence of that servicing submitted as part of the entry documentation.
- e. Special Regulation 5.05.01 (b): An AIS personal crew overboard beacon (AIS MOB) shall be carried by each member of the crew. AIS MOB MMSI IDs must be provided as part of the online offshore crew entry documentation.

f. The OA additionally recommends that:

- each boat carries at least two (2) mobile phones with appropriate on-board charging capacity;
- 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
- Special Regulation 5.05: Each crew member carries a Personal Locator Beacon (PLB) **and if carried PLB HEX IDs must be provided as part of the offshore crew online entry documentation. ~~and/or an AIS MOB Beacon.~~**
 - **Note: Effective 18 July 2026 Special Regulation 5.05.1 (b) was changed for Category 3 (N) races to: “An AIS personal crew overboard beacon capable of communicating their position to their yacht and other nearby vessels shall be carried by or attached to each member of the crew when on deck.”**

3. AMENDMENTS

Amendments will be published on the Official Notice Board (ONB) found on the event website <HERE>. A notice of an amendment will also be sent to boats that have commenced the entry process.

4. SAILING INSTRUCTIONS

The SI's will be available on the event website <HERE> no later than 17:00 Friday 11 December 2026.

5. PROTEST COMMITTEE

The OA will appoint a Protest Committee.

6. ELIGIBILITY

6.1. Boat

A boat:

- a. shall single hulled;
- b. must:
 - i. have a 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 8.1) and not more than 19.90 metres if entered as a two-handed boat (NoR 8.2); and
 - ii. have a hull length of not less than 8.5 metres.
 - iii. be built in accordance with AS Special Regulation Part 1, 3.01 and 3.02;
 - iv. conform with the stability requirements as defined by the AS Special Regulations 3.04 for Category 3 races;

- v. have completed a Category 3 Audit Form signed by a qualified equipment auditor and satisfy any additional requirements for Category 3 (N), and as set out in NoR 2.4.
Note: OA requires all equipment audits forms to be dated after June 30 2026;
- vi. have a crew that satisfies the requirements of NoR 8;
- vii. 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; and
- viii. in accordance with RRS 76.1 the entry of a boat that does not comply with the conditions of this Notice of Race will be rejected or cancelled.

7. FEES AND DOCUMENTATION

7.1. Initial Documentation – due before 17:00 on Friday 13 November 2026.

- a. Entries after this date will be accepted until 17:00 Friday 04 December 2026 with the payment of a late entry fee. Entries after Friday 04 December 2026 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 Friday 13 November 2026;
- c. The following initial documentation shall be uploaded to Race Docs in TopYacht before 17:00 on Friday 13 November 2026:
 - i. Verification of stability under NoR 6.1; and
 - ii. an accurate colour photograph of the boat under sail, that is suitable for search and rescue purposes. This shall be with a resolution not less than 1200 x 800 pixels.
- d. The initial documentation is received by the OA by the due date.

7.2. Final documentation – before 17:00 on Friday 04 December 2026.

- 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 for Category 3 (N) in accordance with NoR 2.4. Note: OA requires all equipment audit forms be dated after 30 June 2026;
 - 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 (AS Special Regulations 5.01.5), (refer NoR 2.4(d));
 - v. Lifejacket declaration (Appendix C);

- vi. AMSA Beacon letter confirming current registration for 406 MHz Distress Beacon (EPIRB) (AS Special Regulations 4.18);
 - vii. current registration confirmation for PLB's and AIS personal crew overboard beacons;
 - viii. Insurance Certificate of Currency with details of the cover and the insurer (refer NoR 19);
 - ix. IRC and/or ORCc Certificates, as applicable (refer NoR 9.2);
 - x. AS Safety and Sea Survival Certificates or acceptable equivalent (refer NoR 8);
 - xi. Senior First Aid Certificate or equivalent (refer NoR 8);
 - xii. Radio Operation Licence - Short-Range Operator Certificate of Proficiency (SROCP) or acceptable higher qualification (refer NoR 8); and
 - xiii. Parental Consent Form and evidence for crew under the age of 18 years (refer NoR 8).
- b. Offshore Race Crew declaration to be completed via TopYacht in accordance with NoR 8.
 - c. The final documentation must be received by the OA by the due date.

7.3. Entry

- a. A boat shall pay the following fees in full by 17:00 on Friday 27 November 2026:
 - i. Entry Fee \$550
 - ii. Handicap Category Fee \$80 Per Additional Handicap Category
 - iii. Late Entry Fee (additional) \$300 Additional entries after Friday 27 November 2026
- b. All fees include Australian Goods and Services Tax (A tax invoice will be issued on request).
- c. Event clothing will not be provided as part of the entry fee. Entrants may choose to purchase event merchandise at their own expense. An order form for this will be provided for this closer to the start of the event.
- d. Refer NoR 23 for the event refund policy.
- e. Acceptance of entries may be limited by the availability of berthing. The OA reserves the right to restrict entries accordingly.

8. CREW

8.1. Fully Crewed Boats

- a. A boat shall have a minimum crew of four (4) for a fully crewed boat.

- b. All crew shall meet the requirements of World Sailing Regulation 19 (World Sailing Eligibility Code) and shall be a current financial member of an Australian Sailing (AS) affiliated club. A temporary AS SailPass membership will NOT be accepted for this event.
- c. The majority of crew on a boat shall be 18 years of age or over.
- d. 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) and an AIS MOB Beacon at all times (this changes Special Regulation 5.05.1(b)). AIS MOB MMSI and PLB HEX IDs **must** be provided as part of the offshore crew online entry documentation.
- f. It is recommended that crew under the age of 18 wear a life jacket at all times.
- g. Crew under the age of 18 years shall provide a signed parental consent form and evidence to the OA confirming sailing experience 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 Offshore Race Crew declaration to be provided under NoR 7.2.
- i. At least two (2) crew members on the boat shall hold a Short-Range Operator Certificate of Proficiency (SROCP) issued by the relevant authority, or a higher qualification. The crew's relevant certificates shall be provided under NoR 7.2.
- 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); and/or
 - iii. hold a First Aid qualification that the OA considers is equivalent at least to NoR 8.1(j)(i) and (ii); and
 - iv. provide the crew's relevant qualification shall be provided under NoR 7.2.
- 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 100% of the crew hold such a certificate. The crew's relevant certificates shall be provided under NoR 7.2; 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.

8.2. Two-Handed Boats

- a. A boat shall have two (2) crew members for a two-handed boat.

- b. Both crew members shall meet the requirements of World Sailing Regulation 19 (World Sailing Eligibility Code) and be a financial member of an AS affiliated club. A temporary AS SailPass membership will NOT be accepted for this event.
- c. Both crew members shall be 18 years of age or over.
- d. In the last past 12 months, before race start, 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 7.2.
- e. Both crew members shall comply with NoR 8.1(h)(i) and (j).
- f. Both crew members shall comply with Special Regulation 5.05.1 (c). AIS MOB MMSI and PLB HEX IDs **must** be provided as part of the offshore crew online entry documentation.; 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.

9. HANDICAP CLASSES

- 9.1. A boat will be automatically entered into the Performance Handicap (PHS) Class.
- 9.2. In addition, a boat may enter one (1) or more of the following Handicap Classes:
 - a. Boats entering IRC must have a current valid endorsed IRC certificate.
 - b. Boats entering ORCc must have a current, valid audited (AS ORCc Measurer audited) ORCc certificate or a current, valid ORCi certificate. For the avoidance of doubt, audited certificates are those where measurements have been supplied by an approved measurer, meaning that certificates incorporating “owner” measurements are not used.
- 9.3. A two-handed division may be created subject to there being three (3) or more entries in that division.
- 9.4. 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.

10. RACE BRIEFING

A compulsory race briefing will be held at the Tamar Yacht Club – Beauty Point at 17:30 Saturday 26 December 2026. Two (2) crew members, one of whom shall be the skipper or the navigator, shall attend the whole of the race briefing.

11. CHANGES TO SUPPLIED DOCUMENTATION

- 11.1. The OA will not accept a change to a boat’s IRC or ORCc certificate after 19:00 Friday 11 December 2026 except as a result of a rating protest or to correct a rating office error.
- 11.2. A boat shall promptly inform the OA of any change to documentation required in NoR 7.1 and 7.2.

- 11.3. The OA may accept changes to documentation required in NoR 7.1 and 7.2 after the required lodgement date, subject to any conditions that the OA may impose.
- 11.4. A boat's crew list may be changed after Friday 04 December 2026 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 8.1 or NoR 8.2.

12. DETERMINATION OF ELIGIBILITY

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

13. SCORING

13.1. Overall Winner

The overall winner of the 2026 Knest Modular Homes Launceston to Hobart Yacht Race will be the boat that wins the overall IRC Handicap Class subject to NoR 13.3.

13.2. Line Honours

- a. Subject to NoR 13.3(a), the boat with the lowest elapsed time shall be scored first in Line Honours and following boats shall be ranked accordingly; and
- b. a boat that enters the race will be scored in accordance with NoR 13.3 as well as the Line Honours category. No boat will be scored only for Line Honours.

13.3. 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.

13.4. IRC Handicap Class

- a. Results will be calculated by the application of a boat's IRC Time Corrector (TCC) as a multiplier of elapsed time; and
- b. subject to NoR 13.3 the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

13.5. 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; and/or
- c. subject to NoR 13.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

13.6. ORCc 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 ORCc Certificate, as a multiplier of elapsed time; and
- b. subject to NoR 13.3, the boat with the lowest corrected time will be scored first and other boats shall be ranked accordingly.

13.7. 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 as set out in the SI.

14. PAPER CHARTS / BOOKS

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

15. MEASUREMENT AND INSPECTION

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

16. EVENT ADVERTISING

- 16.1. If required by the OA a boat shall display the event flag(s) prior to leaving the dock on Sunday 27 December 2026 and on arrival to the finish dock after finishing until 11:00 Friday 01 January 2027.
- 16.2. The OA may supply a backstay flag and an event flag to each boat.

17. TRACKING DEVICE AND CAMERAS

- 17.1. 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.
- 17.2. A boat shall carry a camera or telemetry equipment to be used if required by the OA. The camera or equipment will be supplied by the OA.

18. MEDIA RIGHTS AND RESTRICTIONS

18.1. The OA owns:

- a. all media rights to the 2026 Knest Modular Homes Launceston to Hobart Yacht Race;
- b. all rights in and to any visual and audio material and any data taken or collected by or on behalf of the OA, or provided to it, in connection with the race; and
- c. the OA may exercise and exploit those rights as it sees fit.

18.2. 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.

18.3. 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.

18.4. 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).

18.5. 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 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.

18.6. A boat may during its race use a drone flown from and recovered by the boat in accordance with the SI.

18.7. 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.

19. INSURANCE

The owner or charterer of a boat shall hold a current marine legal liability insurance policy with respect to the boat when racing, with a sum insured of not less than A\$10 million (or such higher amount as the owner/charterer considers appropriate having regard to the size

and type of boat, the number of crew and the conditions it may encounter during the race, or its equivalent in another currency). The insurance policy shall state that the boat is covered for the 2026 Knest Modular Homes Launceston to Hobart Yacht Race or that it is covered for yacht races of a length greater than 285 nautical miles.

20. RISK STATEMENT

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

21. DISCLAIMER

21.1. 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 Knest Modular Homes Launceston to Hobart Yacht Race and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 18.

21.2. Attention is also drawn to RRS Fundamental Rule 6.1 (Betting and Anti-Corruption).

22. PRIZES, TROPHIES AND PRIZE GIVING

22.1. Overall

The Perpetual Trophy for the overall winner of the 2026 Knest Modular Homes Launceston to Hobart Yacht Race will be calculated using the IRC Handicap system for yachts.

22.2. Handicap Class

22.2.1. Trophies or prizes will be presented in all Handicap/Rating 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 |

22.2.2. The overall winner will be eligible for Handicap/Rating Class prizes.

22.3. Line Honours

The Perpetual Trophy for Line Honours will be presented to the 1st boat across the Finish Line subject to NoR 13.2.

22.4. Two Handed Division

A prize will be awarded for the highest placed two-handed boat on PHS based on the number of starters in the Two-Handed Division at the discretion of the OA.

22.5. Other Prizes

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

22.6. Prize Giving

The prize giving ceremony will be held at the Derwent Sailing Squadron 31 December 2026.

23. REFUND POLICY

23.1. Should the event be cancelled, entrants will receive a 100% refund of their entry fees.

23.2. Should a competitor of its own accord withdraw their entry on or before Friday 13 November 2026 the entrant shall receive a 75% refund of their entry fees.

23.3. Should a competitor of its own accord withdraw their entry after Friday 13 November 2026 and on or before the Friday 04 December 2026 the entrant shall receive a 50% refund of their entry fees.

23.4. Should a competitor, on its own accord, withdraw their entry after the Friday 04 December 2026, a refund will be determined at the discretion of the OA.

CONTACT DETAILS

Amy Potter – Sailing & Training Supervisor

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

Tel: 03 6223 1977 Mobile: 0417 121 575

Web: l2h-dssinc.org.au Email: sailing@dssinc.org.au Facebook: facebook.com/L2Hyachtrace

Appendix A – Paper and/or Electronic Charts

- 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:

- The Stability Index of the ORC International Rule (ORCi): or
- 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.

Appendix C – Life Jacket Declaration

Date of Completion _____

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

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

Signed: _____ Date: _____
Skipper or Owner Date Signed

ENTRY CHECK LIST

DATE TO BE SUBMITTED	ITEM
Initial documentation Due before 17:00 on Friday 13 November 2026	Entries after this date will be accepted until 17:00 on Friday the 27 November 2026 with the payment of a late entry fee
	Stability Declaration/documentation
	Colour photography of the boat
Final documentation Due before 17:00 on Friday 04 December 2026	Audited AS Special Regulations Equipment Audit Form for <u>Category 3</u>
	<u>Keel and Rudder Inspection</u> form
	Life Raft Inspection Certificate/s
	Lifejacket service certificates for all crew – merged into 1 document Life jacket declaration completed and uploaded.
	AMSA Beacon Letter – EPIRB
	Insurance – Certificate of Currency (demonstrating race cover for at least 285 NM's)
	Registration confirmation for PLB's and AIS – (entered into TopYacht Offshore Crew details)
	IRC and/or ORC Certificate
	Safety & Sea Survival Certificates x 2 crew
	First Aid or equivalent x 2 crew
	Marine Radio Licence x 2 crew
	<u>Parental Consent</u> for under 18 year old crew (if applicable)
	Offshore Crew Declaration for all crew onboard