



LAUNCESTON TO HOBART YACHT RACE 2020

SAILING INSTRUCTIONS

Sunday 27 December 2020



DERWENT SAILING SQUADRON

L2H RACE DIRECTOR

Ron Bugg

COMMODORE

Scott Brain

VICE COMMODORE

Nick Connor

REAR COMMODORE

Will Justo

TREASURER

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BOARD MEMBERS

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Steve Chau

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1. RULES

1.1. GENERAL

- 1.1.1. The race is organised and conducted by the Derwent Sailing Squadron (DSS) or the "Organising Authority (OA)" with the co-operation of the Tamar Yacht Club (TYC).
- 1.1.2. The Race Committee is delegated by the OA.
- 1.1.3. Except as amended by this Sailing Instructions, the race will be governed by the current versions of:
 - a. the 2017-2020 Racing Rules of Sailing (RRS) of World Sailing (WS);
 - b. the Prescriptions and Special Regulations of Australian Sailing (AS);
 - c. the International Regulations for the Prevention of Collisions at Sea (COLREGs);
 - d. the IRC Rules 2020 Parts A, B and C;
 - e. the ORCi Rating System Rules 2020;
 - f. the AMS Rules; and
 - g. any Federal and/or State Public Health Orders on any given day during the race.

1.2. INTERNATIONAL REGULATIONS

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

1.3. SUNSET AND SUNRISE

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

- ✓ Sunrise: 0530 hours AEDT (Australian Eastern Daylight Time)
- ✓ Sunset: 2050 hours AEDT

1.4. OTHER CHANGES TO CLASS RULES, NOR AND RRS

- 1.4.1. IRC Rule 21.1.5(e): A spare mainsail may be carried as a bone fide replacement for a mainsail damaged during the race.
- 1.4.2. IRC Rule 21.6.1: In accordance with a prescription by Australian Sailing, a boat in the IRC Handicap Category may carry one more spinnaker of area not greater than rated SPA shown on her current IRC Certificate without an increase of rating.
- 1.4.3. IRC Rule 22.4 Crew and Weight Restrictions will not apply.
- 1.4.4. RRS 51 a boat with movable or variable ballast (within the meaning of those terms in the Special Regulations) may move that ballast for the purpose of changing trim or stability.
- 1.4.5. RRS 50.2 and 50.3 are changed to allow the use of fixed or retractable spinnaker poles for the purpose of setting asymmetrical spinnakers.
- 1.4.6. RRS 52 does not apply to the adjustment and operation of sails or the adjustment of movable appendages on any boat.

2. RESPONSIBILITY

All those taking part in the race do so at their own risk and responsibility. The Organising Authority, and its respective officers, employees, volunteers and members accept no liability for any injury, loss or damage that may be suffered by any competitor and any liability for harm to persons that results from breach of an express or implied warranty that L2H and all services relating thereto will be conducted or rendered with reasonable care and skill is excluded.



SPECIFIC ATTENTION IS DRAWN TO RRS FUNDAMENTAL RULE 4, WHICH STATES:

"THE RESPONSIBILITY FOR A BOAT'S DECISION TO PARTICIPATE IN A RACE OR TO CONTINUE RACING IS HER'S ALONE"

2.1. INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA REGULATION

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

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

A boat is required to comply with International Aeronautical and Maritime Search & Rescue Manual Vol. III upon receiving a Distress Call

The Immediate Action required by IAMSARV III is;

- a) acknowledge receipt and, if appropriate, re-transmit the distress message;
- b) take an immediate magnetic compass bearing to the boat in distress (if practicable);
- c) communicate the following information of your own boat to the boat in distress:
 - I. Identify
 - II. Position
 - III. Estimated time of Arrival (E.T.A.)
 - IV. When available, magnetic bearing to the boat in distress;
- d) maintain a continuous listening watch on distress frequencies;
- e) post extra lookout if in the vicinity; and
- f) relay Distress Message to coastal station and rescue coordination control and update if necessary.

3. BRIEFINGS

3.1. COMPULSORY RACE BRIEFING

The Race Briefing will be held at 0900 hours on 27 December 2020 at the annexe of the Tamar Yacht Club situated at the Beauty Point Marina.

A weather briefing will be published and communicated online prior to the Race Briefing.

3.2. ATTENDANCE REQUIREMENTS

Only two (2) crew members of each boat intending to compete in the race must attend the whole of the race briefing. It is recommended that they be the skipper and navigator.

If the required attendance at the Race Briefing is not met the boat will not be eligible to race. The two (2) crew members are required to sign an attendance register located in the briefing area prior to the commencement of the briefing.

4. OFFICIAL NOTICE BOARDS

- ✓ Hobart - Derwent Sailing Squadron, Marierville Esplanade, Sandy Bay.
- ✓ Beauty Point - Tamar Yacht Club annexe, Beauty Point Marina, Beauty Point.

5. TIME OF START

The start of the race will be at 1130 hours (AEDT) 27 December 2020 with the Warning Signal displayed at 1120 hours.



6. INSPECTION AND INFORMATION

Boats shall be made available before and after competing for spot inspections by the Race Committee or its nominee at any time.

Personal information about crew members is obtained in 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, the Water 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 Organising Authority.

7. HANDICAP CATEGORIES AND DIVISIONS

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

8. SCORING

8.1. IRC HANDICAP CATEGORY

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

8.2. AMS HANDICAP CATEGORY

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

8.3. ORCi HANDICAP CATEGORY

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

8.4. PHS HANDICAP DIVISION CATEGORY

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

9. MEDIA RIGHTS AND RESTRICTIONS

9.1. 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 Organising Authority and its officers and employees, the Race Committee, the Protest Committee, measurers or sponsors.
- b) subject to: the Organising Authority receiving from the accredited media concerned an undertaking on terms satisfactory to the Organising Authority.



10. RESULTS

- 10.1. 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).

11. PRIZES, TROPHIES AND PRIZE GIVING

- 11.1. Prizes and trophies will be in accordance with NOR 14.
- 11.2. The presentation of trophies and prizes will take place at the Derwent Sailing Squadron on the 31 December 2020 at 1230 hours. Combined trophies for the L2H and King of the Derwent (KOD) will be presented at the KOD trophy presentation on the 2 January 2021.

12. FLAGS ON BOATS

12.1. FLAGS

A special 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 and shall be flown from the forestay and should remain hoisted until at least midnight on 2 January 2021 whilst in dock.

13. REPORTING AT START

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

14. START LINE

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



15. RECALLS

- 15.1. Individual recalls will be signalled in accordance with RRS 29.1 from the Committee Boat on the start line and the boat(s) subject to recall may be identified on VHF Channel 73.

16. COURSE

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 lit channel markers, to the entrance of the Tamar River. Orari Bank cardinal mark is excluded as a mark of the course and may be passed on either side (Orari Bank Beacon is just North of the start line)
- ✓ 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

17. FINISH LINE

- 17.1. The Finish Line will be in the Derwent River 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 should 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.
- 17.2. Boats shall cross the Finish Line from South to North
- 17.3. Boats finishing during the hours of darkness are required to illuminate their sail number on the port side.
- 17.4. Boats are requested to accurately record their finishing time.

18. MOORING

- 18.1. After finishing, boats are required to await the arrival of a berthing tender. The berthing tender will advise of 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 14.
- 18.2. All boats are required to vacate the Southern side Elizabeth St Pier by no later than midday on the 31st December 2020

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

- 19.1. A boat after starting may use its motor to assist with anchoring or berthing when:
- a) taking shelter from extreme weather; or
 - b) disembarking sick or injured crew who will take no further part in the race (such crew shall not be replaced); or
 - c) attempting repairs wholly on board.



- 19.2.** 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 she has ceased racing and the time she reports she 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 (SI 21).
- 19.3.** For the purpose of SI 19 mechanical propulsion may be used only to assist with berthing or anchoring. Crew intending to continue to race may go ashore solely for the purpose of making fast and thereafter shall immediately re-embark. NO outside assistance shall be accepted by the boat or the crew other than as provided in RRS 41.
- 19.4.** 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.
- 19.5.** For the purpose of this SI a boat's elapsed time shall continue to accrue.
- 19.6.** A boat that receives outside assistance that contravenes RRS 41 with the sole object of safely completing the race that does not enhance her position on the course may be given a finishing position but not above a boat complying with RRS 41 or the other provisions of this SI.
- 19.7.** For all the above clauses boats shall log accurate times and navigational data.
- 19.8.** Boats that have a temporary discontinuance from racing shall provide details of the discontinuance on the Race Declaration (SI 21).
- 19.9. TIME LIMITS**
- 19.10.** A boat shall not start later than two (2) hours after the Start Signal.
- 19.11.** After 1000 hours on the 2 January 2021, the Castray Box may not be manned. A boat finishing after this time shall record its own finishing time and lodge a declaration with the Race Committee, unless its finish is acknowledged by a sound signal from the Castray Box.

20. DECLARATIONS (AMENDS RRS 63.1)

- 20.1.** A boat shall lodge a 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 the benefit of SI 20; or
 - c) the boat has taken a Two-Turns Penalty; or
 - d) the boat acknowledges a time Penalty in accordance with SI 22.4; or
 - e) the boat uses a bone fide replacement for a damaged mainsail under SI 1.4; or
 - f) temporary discontinuance from racing SI 19.0.
- 20.2.** Declarations by boats shall be lodged with the Sailing Operations Manager of the Derwent Sailing Squadron or the Race Committee on the form provided in Appendix B within 12 hours of the boat finishing the race.

21. PROTESTS, REDRESS AND PENALTIES

- 21.1.** Protests or requests for redress are to be lodged with an official with the Sailing Operations Manager of the Derwent Sailing Squadron or the Race Committee, within 12 hours of the boat's finishing time.



- 21.2. 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 6 hours before the hearing. Decisions made will, where practical, be applied before the calculation of corrected times and determination of trophies.
- 21.3. The following penalties will be applied for breaches of Part 2 and 3 of the RRS:
- ✓ a minor infringement without damage – 15 minutes
 - ✓ an infringement with damage that is not considered serious – 60 minutes
- 21.4. The penalty for a serious infringement will rest with the Protest Committee and may result in a percentage time penalty or disqualification.
- 21.5. All penalties will be noted on the times sheet and shall be applied to finishing times. Boat positions will be adjusted after penalties are applied. This changes RRS 64.1 and RRS 44.3.
- 21.6. All requests for redress involving the official time sheet must be submitted within 4 hours of posting of the results.
- 21.7. The Protest Committee shall not be entitled to abandon the race as a consideration for redress. This changes RRS 64.2.

22. MISUSE OF FLARES

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

23. ALTERATION TO SAILING INSTRUCTIONS

- 23.1. Any alterations to these SI's shall be posted on the official notice boards and may be advised to competitors at the Race Briefing.

24. RADIO COMMUNICATIONS

- 24.1. Radio Communications procedures are detailed in Appendix A.
- 24.2. 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.
- 24.3. Failure to sign on at the pre-race schedule shall result in the boat being scored DNS.
- 24.4. Failure to answer a routine schedule on time shall require written explanation of the reason why the schedule(s) was missed and boats may be penalized for any such failure.

25. TRACKING DEVICES AND CAMERAS

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

26. APPENDICES

- 26.1. The attached appendices A and B form part of these Sailing Instructions.



APPENDIX A – RADIO COMMUNICATIONS

1. RACE FREQUENCIES

- 1.1. Routine radio schedules will be conducted on VHF Channel 73 after a call to all yachts in the L2H on VHF Channel 16. Between scheduled broadcasts (Skeds) all yachts should monitor VHF Channel 16.
- 1.2. Pre-race sign on schedule 27 December 2020 from 1100 hours on VHF Channel 73.
- 1.3. Premature starters on 27 December 2020 on VHF Channel 73.
- 1.4. Difficulty
 - ✓ Tamar SR /St Helens Radio – VHF Channel 82 and/or 21 between Launceston and St Helens.
 - ✓ Tas Maritime Radio – VHF Channel 16 (Note: Tas Maritime Radio does NOT monitor any repeaters).
 - ✓ VHF Channel 21 is on Three Hummocks and Mt Murray near Triabunna.
- 1.5. Distress
 - ✓ Tas Maritime Radio monitor VHF Channel 16, HF Distress frequencies 4125, 6215 and 8291 kHz (HF not monitored at night).
- 1.6. Dennison Canal – VHF Channel 16.
- 1.7. Post finish & berthing – VHF Channel 14.

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

- 3.1. Crew changes will be in accordance with NOR 4.4.

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

A pre-race sign on schedule will be conducted on VHF Channel 73 by Tamar Yacht Club commencing at 1100 hours on 27 December 2020.

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

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

5. ROUTINE SCHEDULES (VHF CHANNEL 73)

Boats will be called on to give their position at the times listed in the routine schedule until they have crossed the finish line or if retired until they have reached a safe harbour.

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

The position given shall be the boats position in degrees and whole minutes only of Latitude and Longitude on the exact hour preceding the commencement of the radio schedule. The relative position of other boats in the close vicinity should be noted if they can be positively identified and given if requested.

Refer to Appendix A.9 for Report Schedule.

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



6. RADIO FAILURE

- 6.1. In the event of a radio failure after the start of the race, every effort should be made to contact Tas Maritime Radio by one of the following methods:
- ✓ Using HF radio, relayed by another vessel if necessary;
 - ✓ If you are able to receive only, listen at the scheduled times and be prepared to fire a white flare, if requested to do so by the radio station, to indicate your position;
 - ✓ 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 Tas Maritime Radio on 03 6231 2276 or to the DSS Sailing Operations Manager on 0417 121 575.
- 6.2. The reason for failure to report at the routine schedule times for any reason must be reported on the boat's Race Declaration (Appendix B).

7. BOATS RETIRING

- 7.1. Should a boat retire from the race every effort must be made to advise Tas Maritime Radio as soon as possible and to give the following information
- ✓ Time, and position at the time of retirement;
 - ✓ Reason for retirement;
 - ✓ The state of the crew; and
 - ✓ The port to which the boat is retiring.
- 7.2. Boats that retire shall maintain their routine position reporting radio schedules until such time as they reach a safe Harbour. Within two hours of arrival at a safe Harbour contact must be made with Tas Maritime Radio or with the DSS Sailing Operations Manager on 0417 121 575 to confirm the boats safe arrival.

8. FINISHING SCHEDULES (VHF CHANNEL 73 & 14)

- 8.1. In the event of tracker failure, a boat may be instructed by Tas Maritime Radio to call the DSS Sailing Operations Manager on 0417 121 575 advising their estimated time of arrival at the Finish Line when they pass abeam of the Iron Pot (12nm from the finish).
- 8.2. In addition to the above, boats must maintain their routine radio schedules including the reporting of positions until they have crossed the Finish Line.
- 8.3. On crossing the Finish Line, boats should call "L2H Berthing Tender" on VHF Channel 14 to liaise with the tender providing berthing assistance.
- 8.4. 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 their representative.



9. REPORT SCHEDULES SUMMARY

DATE	TIME	ACTION	FREQUENCY	STATION
27 Dec	10:45	Pre-race sign in	VHF 73	TYC
27 Dec	1833	Routine Schedule	VHF 73	TMR
28 Dec	0703	Routine Schedule	VHF 73	TMR
28 Dec	1833	Routine Schedule	VHF 73	TMR
THEREAFTER EVERY DAY AS PER THE 28 DEC SCHEDULE				
L2H Berthing Tender		Post Finish	VHF 14	Tender
<p>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 hours.</p>				



APPENDIX B – RACE DECLARATION

I _____, being in charge of
the boat _____ lodge this declaration as per clause 21 of the
Sailing Instructions for the TasPorts Launceston to Hobart Yacht Race 2020

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

_____ Signature

Date _____

