



Launceston to Hobart Yacht Race 2024

# Notice of Race

Friday 27 December 2024

Organising Authority:



DERWENT  
SAILING SQUADRON

EST. 1906

The 2024 Willie Smith's Launceston to Hobart Yacht Race will be conducted on the waters of the Tamar River, Bass Strait, Tasman Sea, Mercury Passage, Storm Bay and the River Derwent. Owners and charterers of eligible boats are invited to enter on the conditions of this Notice of Race (NoR). The race is organised and conducted by the Derwent Sailing Squadron (the Organising Authority) with the co-operation of the Tamar Yacht Club (TYC).

The naming rights sponsor is Willie Smith's.

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

## Contact Details

Colleen Darcey - Sailing Operations Manager

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## 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 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 for the race will be signalled at 10:50 (Australian Eastern Daylight Time, AEDT) on Friday 27 December 2024, with the starting signal at 11:00.

## 2. RULES

### 2.1. GENERAL RULES

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

- i. The Racing Rules of Sailing 2021-24 (RRS) as defined by World Sailing (WS);
- ii. the current IRC Rules Parts A, B and C;
- iii. the current ORC Rating System Rules;
- iv. the prescriptions and special regulation 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; and
- v. the International Regulations for the Prevention of Collisions at Sea (COLREGs);

### 2.2. CHANGES TO THE RRS RULES

2.2.1. The RRS are amended as follows:

- i. 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 in ensuring that satellite or cellular communication systems



on board are able to transmit and receive data.

- ii. 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;
- iii. 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);
- iv. 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;
- v. 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.
- vi. RRS 55.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting spinnakers;
- vii. RRS 61.3 is changed so that there is no time limit on protests by the OA or the Protest Committee;
- viii. RRS 64.2 is changed so that the Protest Committee, at its discretion, may apply a scoring or time penalty in lieu of disqualification for an infringement of a rule;
- ix. RRS 78.2 is changed so that a valid rating certificate shall be produced by the due date specified in NoR 7.2 (viii); and
- x. 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:

- i. IRC rule 21.1.5(e): A spare mainsail may be carried as a bona fide replacement for a mainsail damaged during the race;
- ii. 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

- iii. 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.

## 2.4. ADDITIONS TO THE AUSTRALIAN SAILING SPECIAL REGULATIONS

### 2.4.1. Additional requirements to the Special Regulations as follows:

- i. Special Regulation 3.29.1(e): 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 (amends RRS 60.1 and 62.1(a) and RRS 63.1 shall not apply).
- ii. 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 which will also carry as a minimum a <24hr equipment pack and be serviced in accordance with manufacturer's specifications;
- iii. Special Regulation 4.26: All boats shall demonstrate equipment or a method by which crew may be assisted on board in case of a person overboard situation;
- iv. 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.
- v. Special Regulation 5.01.5: Each inflatable lifejacket shall be checked and serviced at the intervals as prescribed by the manufacturer and documented evidence of that servicing shall be submitted as part of the entry documentation.
- vi. 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/or an AIS MOB Beacon.

### 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 13 December 2024.

### 5. PROTEST COMMITTEE

The OA will appoint a Protest Committee.

### 6. ELIGIBILITY

#### 6.1. BOAT

A boat shall:

- a. be single hulled;
- b. have a:
  - i. hull length (as defined in The Equipment Rules of Sailing of World Sailing and referred to in IRC as "LH" and ORC / IMS as "LOA") of not more than 30.48 metres if entered as a fully crewed boat (NoR 8.1) and not more than 19.90 metres if entered as a two-handed boat (NoR 8.2); and
  - ii. hull length of not less than 8.5 metres for all boats;
  - 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. comply with the AS Special Regulations for Race Category 3 and additional requirements as referenced in NoR 2.4;
  - vi. have a crew that satisfies the requirements of NoR 8; and
  - 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.

## 7. FEES AND DOCUMENTATION

### 7.1. Initial Documentation – due before 17:00 on Friday 15 November 2024

- a. Entries after this date will be accepted until 17:00 on the 06 December 2024 with the payment of a late entry fee. Entries after 06 December 2024 will only be accepted at the discretion of the OA;
- b. A boat shall complete the entry form (including the Conditions of Entry) through the online entry system found [<HERE>](#) before 17:00 on Friday the 15 November 2024;
- c. The following initial documentation shall be uploaded to Race Docs in TopYacht before 17:00 on Friday the 15 November 2024:
  - i. Verification of stability under NoR 6.1; and
  - ii. a colour photograph of the boat under sail, no older than 12 months and suitable for search and rescue purposes. This shall be with a resolution not less than 1200 x 800 pixels.
- d. The boat is responsible to ensure that the initial documentation is received by the OA by the due date.

### 7.2. Final documentation – before 17:00 on Friday 06 December 2024

- a. The following final documentation shall be uploaded to Race Docs in TopYacht by the above date:
  - i. Audited AS Special Regulations Equipment Audit Form for Category 3 plus additional requirements in accordance with NoR 2.6;
  - ii. Current keel inspection certificate (refer Special Regulations 3.02.4 to 3.02.6);
  - iii. Life Raft Inspection Certificate/s (as Special Regulations (AS Special Regulations 4.19.4(b)));
  - iv. Inflatable lifejacket service certificates collectively merged into one document for upload (AS Special Regulations 5.01.5), (refer NoR 2.4(iv));
  - v. AMSA Beacon letter confirming current registration for 406 MHz Distress Beacon (EPIRB) (AS Special Regulations 4.18);
  - vi. Current registration confirmation for PLB's and AIS personal crew overboard beacons;
  - vii. Insurance Certificate of Currency with details of the cover and the insurer (refer NoR 19);
  - viii. IRC and/or ORCc Certificates, as applicable (refer NoR 9.2);
  - ix. AS Safety and Sea Survival Certificates or acceptable equivalent (refer NoR 8);



- x. Senior First Aid Certificate or equivalent (refer NoR 8);
  - xi. Radio Operation Licence - Short-Range Operator Certificate of Proficiency (SROCP) or acceptable higher qualification (refer NoR 8); and
  - xii. 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 boat is responsible to ensure that the final documentation is received by the OA by the due date.

### 7.3. Entry Fees

- a. A boat shall pay the following fees in full by 17:00 on Friday 06 December 2024:
 

|                                 |       |   |
|---------------------------------|-------|---|
| i. Entry Fee                    | \$600 | Pre-rebate (refer Note b)                                   |
| ii. Crew Member Fee             | \$30  | Per crew member   |
| iii. Handicap Category Fee      | \$75  | Per Handicap Category                                       |
| iv. Late Entry Fee (additional) | \$300 | Additional entries received after 17:00 on 15 November 2024 |
- b. A rebate of half the entry fee as in NoR 7.3.(a)(i) will be issued on or before 17 January 2025 provided all documentation and fees have been received and paid in full before 17:00 on Friday 06 December 2024 in compliance with NoR 7.1 and 7.2;
- c. All fees include Australian Goods and Services Tax (A tax invoice will be issued on request);
- d. Event clothing will not be provided as part of the entry fee.  
  
Optional event clothing will be available at heavily discounted prices from Peter Johnston Ship Chandlery, details of which will be provided to you on receipt of your entry.
- e. Refer NoR 23 for the event refund policy.

## 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) or an AIS MOB Beacon at all times;
- 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); 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. 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 50% 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); 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:
  - i. Boats entering IRC must have a current valid endorsed IRC certificate.
  - ii. 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 will 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. This amends RRS 60.1 and 62.1(a). RRS 63.1 shall not apply.

## 10. RACE BRIEFING

A compulsory race briefing will be held at the Tamar Yacht Club – Beauty Point at 17:30 on Thursday 26 December 2024. 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 on Friday 13 December



2024 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. The boat may not be eligible for the rebate referred to in NoR 7.3(b) at the discretion of the OA.
- 11.4. A boat's crew list may be changed after Friday 06 December 2024 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 under NoR 8, including as to whether a boat and her crew meet the eligibility criteria for entry in the race, is final and binding and will not be grounds for a request for redress (amends RRS 60.1 and 62.1(a). RRS 63.1 shall not apply).

## 13. SCORING

### 13.1. OVERALL WINNER

- a. The overall winner of the 2024 Willie Smith's 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 boats 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 redress (amends RRS 60.1 and 62.1(a). RRS 63.1 shall not apply); and
- 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

- a. 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 to conduct spot inspections, if so requested by the OA. 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 Friday 27 December 2024 and on arrival to the finish dock after finishing until 11:00 on Wednesday 01 January 2025.
- 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:
- i. all media rights to the 2024 Willie Smith's Launceston to Hobart Yacht Race;
  - ii. all rights in and to any visual and audio material and any data taken or collected by or on behalf of the OA, or provided to it, in connection with the race; and
  - iii. the OA may exercise and exploit those rights as it sees fit.
- 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 2024 Willie Smith's 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 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.**

## 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 Willie Smith's Launceston to Hobart Yacht Race and their respective officers, employees, volunteers and members, from all liability and grant the rights referred to in NoR 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 2024 Willie Smith's Launceston to Hobart Yacht Race will be calculated using the IRC Handicap system for yachts.

### 22.2. HANDICAP CLASS

22.1.1. 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 |

22.1.2. 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. OTHER PRIZES

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

### 22.5. PRIZE GIVING

The prize giving ceremony will be held at the Derwent Sailing Squadron on Tuesday 31 December 2024.

## 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 the 15 November 2024 the entrant shall receive a 75% refund of their entry fees.

23.3. Should a competitor, on its own accord, withdraw their entry after the 15 November 2024 and on or before the 06 December 2024 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 06 December 2024, a refund will be determined at the discretion of the OA.



## 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.







# LAUNCESTON TO HOBART YACHT RACE

2024

## ENTRY CHECK LIST

| ITEM   | DATE TO BE SUBMITTED  | DATE UPLOADED |
|--|---|---------------|
| Initial documentation  | Entries after this date will be accepted until 17:00 on the 06 December 2024 with the payment of a late entry fee |               |
| Due before 17:00 on Friday 15 November 2024                        | Stability Declaration/documentation   |               |
|  | Colour photography of the boat  |               |
| Final documentation<br>Due before 17:00 on Friday 06 December 2024 | Audited AS Special Regulations Equipment Audit Form for <a href="#">Category 3</a>                                |               |
|  | <a href="#">Keel and Rudder Inspection</a> form   |               |
|  | Life Raft Inspection Certificate/s  |               |
|  | Lifejacket service certificates for all crew – merged into 1 document   |               |
|  | 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   |               |
|  | <a href="#">Parental Consent</a> for under 18 year old crew (if applicable)                                       |               |
| Offshore Crew Declaration for all crew onboard                     |   |               |

