****

**SECTION 1**

**SAILING INSTRUCTIONS & SAFETY REQUIREMENTS**

1. **RULES**
   1. **The Sailing Instructions and Program for the 2019-2020 Sailing Season, conducted by Bellerive Yacht Club, Derwent Sailing Squadron and Royal Yacht Club 0f Tasmania (the Combined Clubs).**

Races will be governed by the rules as defined in the Racing Rules of Sailing (RSS) 2017-2020. All races will also be governed by the Prescriptions and Special Regulations of Australian Sailing (AS).

* 1. **ALTERATIONS TO CLASS RULES AND RACING RULES**
     1. RRS 50.2 is changed to allow the use of fixed or retractable spinnaker poles and bowsprits for the purpose of setting asymmetrical spinnakers
     2. Between 2000 hours and 0600 hours local time the International Regulations for Preventing Collisions at Sea shall replace the Rules of RRS Part 2.
     3. RRS 52 is changed by adding “Stored power may be used for the operation of sails and movable ballast systems.”
     4. RRS 63.1 and A5 are changed by adding the following to each “The Race Committee may apply penalties without a hearing to boats which infringe the sailing instructions relating to keeping clear of start and finish lines.” Penalties shall be as specified in the sailing instructions.
  2. **BEHAVIOUR** 
     1. A report by a Race Officer (RO) arising from any unacceptable behaviour by a helm or crew person, including voiced criticism of a Club Officer or Official, may result in a penalty being applied. This does not prevent any competitor lodging views in writing, or lodging protests under the rules.
     2. Any hearing arising from this clause will be conducted by the Sailing Committee.
  3. **CRISIS SAFETY PLAN**

The Combined Clubs have a joint planned procedure that will apply should an emergency occur during a race.

If the RO decides that a situation warrants assistance the RO will direct a previously designated boat, or boats, to the rescue work. A boat acting under RO instructions may fly code flag D and must be given complete clearance by all other vessels.

Detailed River Derwent Safety Facilities & Procedures Instructions are detailed at the end of this Section.

1. **RESPONSIBILITY AND SAFETY REGULATIONS**

All those taking part in Club races do so at their own risk and responsibility. The Conducting Clubs do not and cannot control, diminish or affect the perils of the sea and are not responsible for the seaworthiness of a boat, whose entry is accepted, or the sufficiency or adequacy of its equipment.

Specific attention is drawn to RRS Fundamental Rule 4 that states:- **The responsibility for a boat’s decision to participate in a race or to continue racing is hers alone.**

Owners and/or Persons in Charge are urged to assess their capabilities and those of their crew and boat before entering, starting or continuing a race, particularly for races outside of the Derwent River.

The attention of all persons is drawn to the requirement to be aware of the application of the Marine Safety (Misuse of Alcohol) Act) 2006.

It is also recommended that entrants have a Man Overboard procedure that all crew members have practiced.

Boats must report any serious on water incidents to the Race Officer/Race Committee as soon as practical (for example man overboard, collision, grounding or crew injury).

Attention is also drawn to the requirement for boats to keep well clear of vessels under pilotage especially vessels proceeding through the Tasman Bridge.

Races and other events are classified as requiring the following safety standards. All boats taking part in Club Races or other events, shall comply with the following:

* 1. **AUSTRALIAN SAILING SPECIAL REGULATIONS**

Section 2 - Category 5 for Groups 1, 2, 3 & 4 except that, fitted VHF Summer Pennant Races is mandatory [this amends AS SR 3.25.1(b)]

Category 7 for Group 5 plus a VHF radio

-----------------------------------------------------------------------------------------------------------------------------

Sections 3, 4, & 5 - Twilight, Midweek, & Winter Races

Category 7 plus extras as listed in sailing instructions

-----------------------------------------------------------------------------------------------------------------------------

The following Australian Sailing recommended items are mandatory for:

1. Boats entering Cat 5 races may be required to demonstrate resistance to capsize as per AS SR 3.04 and man overboard recovery procedure as per Section 8 advisory Appendix D at any time during the season.
2. For all Category 7 races for Sports boats AS Special Regulations, Section 5, 5.01.1 (j) (Lifejackets) shall apply.

Some competing boats may be nominated as rescue boats. These boats and Tas Maritime Radio will maintain a listening watch on VHF Channels 14 and 16 for River Races and 81, 14 and 16 for Long Distance Races.

* 1. **One Design Classes**

In addition to SI 2.1, one design classes shall also comply with their class rules whichever is the higher.

* 1. **Australian Sailing Equipment Audits**

The Combined Clubs may, from time to time inspect boats for compliance with AS special regulations.

* 1. **Number of crew to race**

All boats are required to carry sufficient number of crew members to safely compete in the prevailing conditions.

The minimum crew unless otherwise stated in Notices of Race for Keel Class boats shall be at least two (2) for River races and three (3) for Long Races.

* 1. **Anchors**

No boat is to have an anchor protruding over the bow of the boat while competing in any Club sailing event.

1. **ELIGIBILITY AND REGISTRATION**
   1. **Refusal of Entries**

The Combined Clubs reserve the right to refuse any entry. Neither entry nor registration is valid until accepted by the relevant Sailing Committee.

* 1. **Eligibility of Boats**

Entries for races are valid only from boats which lodge the relevant 2017-2021 AS Special Regulations equipment audit form at one of the Combined Clubs and for which entry and membership fees have been paid.

Changes which may change the boats performance must be advised to the sailing committee before the race affected.

* 1. **Insurance**

The owner of a boat entering a Club race shall have a Public Liability and Third Party insurance with respect to the boat in an amount of not less than $10,000,000 when racing and may be required to provide a copy to the organising authority.

* 1. **Eligibility of Helmsperson**

In all races conducted by any one of the Combined Clubs the boats shall be steered by current members of a club affiliated with Australian Sailing. Owners of boats on the Register of other recognised Yacht Clubs will be deemed Honorary Members provided their boats are accepted for Supplementary Registration with one of the Combined Clubs.

* 1. **Change of Person in Charge**

There shall be one Person in Charge nominated for each race on the Entry Form.

Changes of Person in Charge shall be notified before the start of the race affected. Any boat sailing under the Clubs PHS rule which notified a change of Person in Charge may be liable to change of TCF.

* 1. **Eligibility of Crew**

Crew members must comply with the AS Prescription to RRS 46 which states – “any crew member who sails in more than three races in a season shall be a member of a Club affiliated to Australian Sailing and an Australian Sailing card holder (SIN)”.

* 1. **Eligibility for IRC and AMS classes**

Boats shall hold a current valid IRC and/or AMS measurement certificate.

Boats not lodging a current measurement certificate before the first race in a series may be ineligible for series placing.

* 1. **All other class boats**

Boats shall comply with Club Handicap Rules, their Class Rules and relevant safety category.

Sailing Committees must be notified in writing of any changes affecting or likely to affect a boat’s performance and the change(s) must be approved before the first race affected by the change. A boat affected in this way may be liable to a change in TCF.

1. **ENTRIES**
   * 1. All entries are to be made through the Topyacht Entry System accessible via **byc.org.au**

If any assistance is required, please contact the BYC sailing Coordinator.

* + 1. Entries for all single races close at 1200 hours on the day before the race.
    2. Entries for Combined Clubs Summer pennant, the Combined Clubs Inshore Series & the BYC Winter Series close at 1700 hours the Thursday before the first race of the series.
    3. Entries for the Combined Clubs Midweek Series close 1700 hours on the Tuesday before the race.
    4. Entries for the BYC Twilight Series close 1700 hours on the Tuesday before the first race.
    5. Late entries may be accepted at the discretion of the Race Committee

1. **ENTRY FEES (ALL INCLUDING GST)**
   1. **Fees**

**Combined Clubs’ Summer Pennant Series**

Series Entry $100

Additional Handicap Group $30 each

Optional (Non-Member) PHS Pennant Entry $50

Additional (Non-Member) IRC and AMS Pennant Entry $30 each

Individual Race Entry $20

Additional Handicap Group-Individual Race $10 each

**Combined Clubs’ Midweek Afternoon Series**

Season Entry $200

Series 1 (Pre-Xmas) $80

Series 2 (Post-Xmas) $80

Series 3 (Post-Xmas) $80

Individual Race Entry $15 each

**BYC Twilight Series**

Season Entry (2 Series) $120

Series entry $65

Individual Race Entry $10

**BYC Winter Pennant**

Series Entry $55

Additional Handicap Group $25 each

Individual Race Entry $15 each

Additional Handicap Group – Individual Race $10 each

* 1. **BOATS OWNED BY A MEMBER OF ONE OF THE COMBINED CLUBS**

Boats will automatically qualify for entry into their home club’s respective class Summer Pennants. Non-members wishing to be eligible for the Summer Pennant for another of the Combined Clubs are required to pay an additional entry fee of $50 for that clubs PHS Pennant, $30 for that clubs IRC Pennant and $30 for that clubs AMS Pennant.

1. **NUMBER TO ENTER**

For all races five to enter or no race or series. The race committee may accept a lesser number under special circumstances.

1. **CHANGES IN SAILING INSTRUCTIONS AND NOTICES TO COMPETITORS**
   1. Any changes will be notified by posting on the conducting club’s official noticeboard, at least two hours before the start of the race to which the changes are to apply. Code flag L will be flown from the flagstaff on that day. Sailing Instruction amendments from other Clubs may also be displayed.
   2. Combined Clubs Official Race Notice Boards positions:
      1. Bellerive Yacht Club – opposite the Sailing Office
      2. Derwent Sailing Squadron: in the window of the Office adjacent to the Squadron entrance
      3. Royal Yacht Club of Tasmania: in the window at the south-western corner of the Clubhouse
2. **SCHEDULE OF RACES**

Race dates, courses and starting times are listed in the following sections:

Section 2 Combined Clubs Summer Pennant Series

Section 3 Combined Clubs Midweek Series

Section 4 BYC Twilight Series

Section 5 BYC Winter Series

1. **RACING AREA**

All Category 5 Races will be sailed on the River Derwent within Storm Bay, Frederick Henry Bay or the D’Entrecasteaux Channel. Category 7 Races will be held on the River Derwent and D’Entrecasteaux Channel.

1. **SIGNALS MADE ASHORE**

Signals made ashore will be hoisted on the Club’s main flagpole. The identifying flags of the groups, division or classes to which a signal applies may be displayed as part of the signal.

* 1. **Flag AP, Answering Pennant**

With two sound signals (one sound signal when lowered) means ‘the race is postponed’ – competitors should not leave the shore or marina until it is lowered. The warning signal will be made not less than 30 minutes after AP is lowered. Flag AP alone applies to all Groups or Classes. When displayed over Group or Class flags, it shall apply to the designated groups or classes only.

1. **STARTING AND FINISHING LINES** 
   1. After a Warning Signal has been made, boats whose Warning Signal has not been made shall keep clear of the Starting area and of all boats whose Warning Signal has been made. Boats who have finished shall keep clear of the finishing line and boats which are yet to finish.
   2. Boats shall not sail through any Starting/Finishing line except when starting or finishing correctly or as required by these Sailing Instructions.
   3. Boats shall not sail through the Starting/Finishing line of other sailing events.
   4. The Starting/Finishing lines referred to in 11.2 and 11.3 shall be designated obstructions in accordance with the definitions of the RRS.
   5. A boat committing a breach of 11.2 or 11.3 while boats are in a starting sequence or finishing on that starting or finishing line, as reported by the Race Committee conducting the start or finish, will be scored DSQ without a hearing. A boat committing a breach of 11.2 or 11.3 when boats are not in a starting sequence or finishing shall be penalised two minutes without a hearing. This changes Rule 63.
2. **PROTESTS PENALTIES AND ALTERNATIVE PENALTIES**
   1. **Lodgement place**

Protests shall be lodged at the conducting club’s office. Time of receipt should be acknowledged. For Combined Clubs’ Races, protests may be lodged at BYC, DSS or RYCT.

* 1. **Lodgement times shall be as follows:**
     1. Section 2- Before 1400 hours on the Monday following the race, except that requests for redress under RRS 62.1 (a) by 1800 hours on the Tuesday following the race or hearing as appropriate.
     2. Sections 3 & 4 – Protests must be lodged by 1200 hours on the day following the race, except that protests under RRS 62.1 (a) shall be lodged by 1200 hours on the Monday following the race or hearing as appropriate.
     3. Official notification to all parties to a protest will be by posting the protests, as received, on the official notice board in accordance with RRS 63.2 and will include the date, time and place of the hearing. Parties to the protests may be advised verbally or by phone, mail or email to the listed numbers or addresses on the entry form, however non-receipt of such notification shall not be grounds for further protest or redress.
     4. Protests lodged by the Sailing Committee or Protest Committee under RRS 60.2 and 60.3 may be lodged not later than 1800 hours, up to the third working day after the event or hearing is completed.
     5. Protest will be heard at 1930 hours on the Thursday following the event unless advised otherwise or when applicable at a time to be determined by the Combined Clubs Protest Committee.

**PROTEST ARBITRATION – Appendix T of the RRS applies**

Appendix T of the Racing Rules of Sailing is altered so the arbitrator may be a member of a Protest Committee in a hearing held subsequent to arbitration, applies to races conducted under the Combined Clubs Sailing Instructions.

* 1. **Penalties less than DSQ**

Breaches of the following SIs may be subject to a penalty less than DSQ at the discretion of the Protest Committee SI 2.5, 11.1, 14.2, 15 and 19.

1. **HANDICAP RULES**

Handicapping will be based on the use of a Performance Based Handicap System (PHS) time correction factors (TCFs) and IRC and/or AMS handicap TCFs when applicable.

The Race Committee’s choice of PHS handicap is final and shall not be grounds for protest.

1. **COMMUNICATIONS**

See Clause 19 for details of the communications facilities available.

* 1. **Outside Assistance – Use of Radio**

Except in an emergency or as required by SI’s, a boat shall neither make radio transmissions while racing nor receive communications not available to all boats. This restriction also applies to mobile telephones.

* 1. **Race Announcements**

The Race Committee will use Channel 14 & Channel 81 (refer to Sailing Instructions for relevant channel) and all boats shall maintain a listening watch. The Race Committee may announce the Class or Group and course at the five-minute warning signal in addition any recall may be announced as may the sail number of any boats OCS at the start. Postponements and cancellations may also be announced as well as shorten or change of course. It is essential that all competitors maintain radio silence during the period from the first warning signal up to the last start, except in genuine emergency.

1. **RETIREMENTS**

Any boats retiring for any reason must report to the Race Committee the circumstances as soon as possible after her retirement.

1. **RESULT SHEETS**

Official Provisional Result Sheets will be displayed on the Official Notice Board, as soon as practical following an event.

The only recognised Official Results will be those posted on the Official Notice Board. Any times or results given verbally or displayed elsewhere or emailed to other Clubs or published in a newspaper or electronically on a website or similar are for information only, may be subject to correction and are therefore not official and shall not be subject to protest or request or redress.

1. **PENNANT CHAMPIONSHIPS AND OTHER SERIES**
   1. **Eligibility**

Only boats entering for all races in a Series will be eligible for pennant points.

* 1. **Pennant Points Scoring – as listed in Sailing Instructions for Sections 2&3. Sections 4 & 5 are as listed below;**

**Section 4 (Twilight Series)**

Five (5) races must be completed to constitute a series. If five races are completed a boat’s series score will be the total of her race scores.

If 6 or 7 races have been completed, a boat’s series score will be the total of her race scores excluding her worst score. If 8 or 9 races have been completed, a boat’s series score will be the total of her race scores excluding her two worst scores.

**Women’s Twilight Series**

Two (2) races must be completed to constitute a series. There will be no discards.

**Section 5 (Winter Series)**

Three (3) races must be completed to constitute a series. If three (3) or four (4) races have been completed, a boat’s series score will be the total of her race scores.

* 1. **Pennants**

Shall be awarded on the following basis:

In Handicap Classes to the boat gaining the least number of points for placings using TCFs

In OD Classes to the boat gaining the least number of points for placing’s across the line

* The Bellerive Yacht Club Pennant will be awarded based on the full series of the Combined Clubs Summer Pennant Series and subject to scoring as described in Combined Clubs Summer Pennant Series NOR Clause 13. The Series will be rescored using BYC Pennant entries only.
* The Royal Yacht Club Summer Pennant will be awarded based on the full series of the Combined Clubs Summer Pennant Series and subject to scoring as described in Combined Clubs Summer Pennant Series NOR Clause 13.
* The Derwent Sailing Squadron Summer Pennant will be awarded based on the full series of the Combined Clubs Summer Pennant Series and subject to scoring as described in Combined Clubs Summer Pennant Series NOR Clause 13.

1. **PRIZES**
   1. A Prize will be presented to the first boat in each Division/Group or Class in each race, and to the 1st, 2nd and 3rd boat in a Pennant Series.
   2. In all race series the Club reserves the right to vary the number of trophies based on the number of starters but not less than:

3 to 5 1st

6 to 9 1st and 2nd

10+ 1st, 2nd and 3rd

1. **RIVER DERWENT SAFETY FACILITIES AND PROCEDURES APPLICABLE TO EVENTS CONDUCTED BY RYCT, BYC & DSS**

On Race days the following safety arrangements apply where boats encounter difficulties that they are unable to cope with due to weather conditions or other circumstances that may require them to be assisted.

**EMERGENCY MEETING POINT**: Should a boat require emergency medical assistance the PRO will direct boats to a nominated meeting point for emergency services at:

* The Kangaroo Bay Ferry Terminal adjacent to the Waterfront Hotel
* Watermans Dock
* Unless specific alternate arrangements are notified

**ADMINISTRATION OF SAFETY** – Responsibility for safety strategy afloat will reside with the Officer in Charge of Safety (OICS) who shall initially be:

* **The Mid-river RO**
* **the Start/Finish Box RO**
* **An Official Patrol Boat (OPB)**
* **Club Radio Room**

Officer 1 will assume initial command but may delegate to other stations as above. In the absence of Officer 1 or the inability to communicate Officer 2 will assume command.

**STARTING/FINISHING BOX**

Castray Esplanade Box Phone: 0477 922 489

Victoria Esplanade Box Phone: 0481 062 449

**RADIO ROOM** – Individual Club Radio Rooms will be manned on a Club’s Race Day except that where these facilities are not available some other means shall be arranged to monitor radio communications.

**OFFICIAL PATROL BOATS – OPBs**

Patrol Launches – when attending capsized craft, launches may fly Code Flag D. This signal requires all boats to keep well clear.

**GROUP A**

**BYC Patrol Boats**

Patrol One & Patrol Two

VHF Channel 16 & applicable Race Channel

**DSS Patrol Boats**

AK Ward, Neville Smith & Don McKean

VHF Channel 16 & applicable Race Channel

**RYCT Patrol Boats**

Robert Nettlefold II, James Mackey, A.F. Gough, Lewis Marine

VHF Channel 16 & applicable Race Channel

**GROUP B**

The Clubs may appoint a number of boats as Official Patrol Boats in addition to the normal Club vessels. These boats will be included on the handicap sheet posted on the notice board before each race. When these vessels are undertaking official duties they may display Code flag ‘D’. Group B boats may be racing but can be used by OICS as and when required and will be equipped appropriately.

**OFFICIAL PATROL BOAT EQUIPMENT** – Required equipment, in addition to that required by MAST, will be specified and shall include a specially sectored area identification chart, (Refer Sailing Instructions – Summer Course Card in Section 2A) appropriate radio equipment, green floats for attachment to boats where it is necessary to rescue crews but temporarily abandon the boat. Each OPB Skipper will be responsible to see all equipment is aboard and meets specifications prior to going to sea.

All OPB’s will report to OICS on VHF Channel 14 when leaving shore and will record any rescue activities in their log books.

**SEEKING ASSISTANCE** – a boat seeking assistance may do so by:

1. Use of radio – CALL on Race Channel or VHF Channel 16
2. Displaying a standard distress sheet
3. By a crew member hand signalling by continually raising both arms above the head and lowering to the sides at five second intervals, or a flag or other object on a spar waved from side to side through an arc of 30 degrees either side of the vertical at five second intervals.
4. Use of flares
5. Crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
6. When a boat is in difficulty with its sails lowered, some highly visible article such as an orange or yellow garment should be hoisted on a halyard to aid to visibility to rescue crew.
7. Use mobile phone to call Starting/Finishing Box
8. Use mobile phone to call Tasmania Police Radio Room 131 444

**REPORTING SAFE RETURN** – under some circumstances OICS may require all one design boats to report their safe return to shore, in which case Committee vessels will fly the answering pennant over Code Flag Y and all boats shall report to the race centre as a matter of urgency when reaching the shore.

**PERSONAL BUOYANCY** – when Committee vessels fly Code Flag Y alone or before or with the warning signal life jackets or other approved personal buoyancy shall be worn while racing by all competitors. Approved personal buoyancy shall be worn at all times by “off the beach boats”

**RESCUE PROCEDURE FOR OPB**

**BOATS CAPSIZE**

1. OPB shall report identity and position of capsized boat and may hoist Code flag D while in attendance or towing.
2. Shall when appropriate encourage the boats to regain safe mobility.
3. When boats cannot regain safe mobility the OPB may commence to tow.
4. When it is necessary to take the boat crew aboard the OPB and temporarily abandon the boat a green float shall be attached to the boat.
5. Make reports to OICS as situation changes.

**OPB DISCRETION**

OPBs shall use their own discretion as to necessary action in rescue operations except when OICS issue specific overriding instructions.

**LIFE THREATENING SITUATIONS** – in the event of a life-threatening situation occurring, the OICS will instruct a patrol boat to drop an anchor at the last known spot where the incident occurred.

The OICS shall immediately dial 000 and provide succinct information to the Police Radio Room Operator after being transferred by the Telstra operator, sufficient to enable an assessment of the response required to be made and the provision of that response in a timely manner.

The patrol boat shall remain on station until instructed to move by the police.

The OICS shall keep a log of all calls made by phone or radio during the period of the life threatening situation.

**TASMANIAN POLICE MARINE DIVISION – contact numbers shown below**

**POLICE RADIO ROOM** **13 1444**

**HOBART PORT CONTROL** **6380 3013**

**TAS MARITIME RADIO** **6231 2276**

**NOTE**: when carrying out rescue operations in life threatening situations Patrol Boats shall keep a log showing activities, time, locations etc.