

SECTION 1

SAILING INSTRUCTIONS & SAFETY REQUIREMENTS

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

The CC Committee has identified several issues and risks related to on-water incidents, and the need for communication with emergency services.

The most important point of contact should be where Emergency Services have the highest likelihood of communicating with someone who can provide First Aid or is in the immediate vicinity of any person injured on the water.

The ability to directly communicate with Emergency Services should be the first point of contact, with subsequent follow-up with the host club to ensure ease of passage for emergency vehicles.

1.1. CRISIS SAFETY PLAN

1.1.1. The CC has a joint planned procedure that will apply should an emergency occur during a race.

1.1.2. 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's instructions may display code flag D and must be given complete clearance by all other vessels.

1.2. PROCEDURE

The following should be used by those conducting or involved in activities on-water.

- i. Where possible, communications with Emergency Services should occur directly from those attending a person who is injured or in need of medical support. This means that, if possible, a person with the injured person should dial 000 and remain on the line until advised otherwise. If there is any doubt that Emergency Services have been contacted, additional contact should be made.
- a. **EMERGENCY PICK UP POINT:** Should a boat require emergency medical assistance; the RO may direct boats to a nominated meeting point for Emergency Services at:
 - ✧ The Kangaroo Bay Ferry Terminal adjacent to the Waterfront Hotel
 - ✧ MAST floating dock at King's Pier Marina – Elizabeth Pier, Hobart
 - ✧ Unless specific alternative arrangements are notified by the Emergency Services.
- b. If there is a need for an alternative pickup location is needed, this should be communicated subsequently with the RO via the Race Frequency.
- ii. Once direct communication with Emergency Services is underway, contact must be made with the RO via the Race Frequency at the earliest possible opportunity.
- iii. It is important to provide the following to the Emergency Services.
 - ✧ The injured person's name, nature of the injury, and any developing information; and
 - ✧ what is the response plan from those attending i.e. bringing the person to shore at speed, slowly bringing them ashore to prevent further injury etc.
- iv. Following any incident, a report or declaration **must** be completed, and a debrief may be conducted with those attending and any relevant parties by the host club representative.
 - ✧ **DECLARATION FORM** – This should be completed where a rule is NOT observed during racing.
 - ✧ **INCIDENT FORM** - as required by the Marine and Safety (Maritime Incidents) Regulations 2017 – see below
- v. It is a requirement under the Marine and Safety (Maritime Incidents) Regulations 2017 that incidents involving recreational vessels must report to MAST. The MAST Incident Report Form outlines reportable incidents:
<https://mast.tas.gov.au/safe-boating/emergencies-incidents/>

1.3. RADIO MONITORING: Individual clubs will monitor radio communications on their race day.

1.4. SEEKING ASSISTANCE: A boat seeking assistance may do so by:

- ✧ Using a radio - CALL on VHF Race Channel or VHF Channel 16.
- ✧ Using a mobile phone Emergency Services on 000
- ✧ Displaying a standard distress sheet.
- ✧ 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.
- ✧ Use of flares.
- ✧ A crew in water shall signal by one arm raised above the head for three seconds at five second intervals.
- ✧ 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 as an aid to visibility to rescue crew.

1.5. PERSONAL BUOYANCY: when Committee Boats or start boxes display Code Flag Y alone with one (1) sound signal before or with the Warning Signal approved life jackets shall be worn while racing by all competitors. Code Flag Y displayed ashore on the Club's main flag mast shall mean that approved life jackets shall be worn by all competitors at all times while afloat. See RRS 40 and Race Signals.

1.6. OFFICIAL PATROL BOAT DISCRETION: Official Patrol Boats shall use their own discretion as to necessary action in rescue operations except when the RO issues a specific overriding instruction.

2. PENNANT CHAMPIONSHIPS AND OTHER SERIES

Races in a series and races to be scored for a boat's series score are detailed in the SI's for each series.

2.1. PENNANTS OR SERIES PRIZES

2.1.1. Shall be awarded on the following basis:

- In PHS Handicap Groups to the boat gaining the least number of points for placings using TCFs.
- In One Design Groups to the boat gaining the least number of points for placings across the line.
- In ORC Groups, to the boat gaining the least number of points for placings using ORC allowances.

2.1.2. **BYC Pennants Groups 1 to 3** will be awarded to boats owned by Senior or Life members of the Bellerive Yacht Club, based on the results from the Combined Clubs Series and BYC Centenary Race - 14th November, using the scoring provisions outlined in the Notices of Race. The BYC Sailing Committee reserves the right to determine all matters relating to the awarding of BYC Pennants.

BYC Pennants Groups 4 will be awarded to boats owned by Senior or Life members of the Bellerive Yacht Club, based on the results from the 2 Races of the Combined Clubs Series, BYC Centenary Race - 14th November and 2 Races of the Friday Twilight Series one of which is expected to be run south of the bridge, using the scoring provisions outlined in the Notices of Race. The BYC Sailing Committee reserves the right to determine all matters relating to the awarding of BYC Pennants.

2.1.3. **RYCT Pennants** will be awarded to Full (or equivalent) members of The Royal Yacht Club of Tasmania based on the overall series results from the Combined Clubs Series, in accordance with the scoring provisions outlined in the respective Notice of Race. The RYCT Sailing Committee reserves the right to determine all matters relating to the awarding of the RYCT Pennant.

2.1.4. **The Derwent Sailing Squadron (DSS) Pennant** will be awarded to boats owned by Full (or equivalent) Members of the Derwent Sailing Squadron, based on the overall series results of the Combined Club Summer Series, in accordance with the scoring provisions of the applicable Notice of Race.

The DSS Sailing Committee reserves the right to include additional Derwent Sailing Squadron race(s) conducted during the 2026–27 season in the scoring of the DSS Pennant. Any additional race(s) that count towards the DSS Pennant will be identified in the Notice of Race for the relevant event.