



2024-2025

COMBINED CLUBS

LONG RACE SERIES

NOTICE OF RACE

* Saturday 12 October 2024

Saturday 19 October 2024

Saturday 16 November 2024

* Saturday 1 February 2025

Saturday 1 March 2025

* Saturday 29 March 2025

* Combined event with the Harbour Series. First warning signal 13:25.

Conducted by the Combined Clubs:

DERWENT SAILING SQUADRON, THE ROYAL YACHT CLUB OF TASMANIA
AND BELLERIVE YACHT CLUB

1. ORGANISING AUTHORITY

The Combined Clubs (CC) consisting of the Derwent Sailing Squadron Inc. (DSS), The Royal Yacht Club of Tasmania (RYCT) and Bellerive Yacht Club Inc. (BYC).

2. RULES

- 2.1. The races conducted on or before the 31 December 2024 will be governed by the rules, as defined in The Racing Rules of Sailing RRS 2021-2024 of World Sailing and races conducted on or after 1 January 2024 will be governed by the rules, as defined in RRS 2025-2028 of World Sailing including: Except as amended by this Notice of Race (NoR) and/or the Sailing Instructions (SI), the race will be governed by the current versions of:
- a. the IRC Rules 2024 Parts A, B and C;
 - b. the 2024 IMS Rules and the 2024 ORC Rating System Rules; and
 - c. 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.
- 2.2. General Rules as described in Section 1 of the 2024-25 Organising Clubs' Fixture and Sailing Instruction booklet. Boats shall comply with AS Special Regulations Part 1, Category 5. A permanently installed VHF transceiver is mandatory (This amends Special Regulation 3.25.1(b)).
- 2.3. The Organising Authority (OA) may amend any detail of this NoR before 17:00 on 20 September 2024.
- 2.4. The minimum number of adult crew to be on board shall be three (3) unless dispensation sought in writing from the OA is granted by the Race Committee before a race.
- 2.5. RRS A5.3 shall apply.
- 2.6. [NP] denotes that a breach of this rule will not be grounds for a protest by a boat. This Changes RRS 60.1.

3. CHANGES TO CLASS RULES AND RRS

- 3.1. RRS 52 is changed:
- i. to allow adjustment of movable ballast or canting keels on any boat and the use of stored power to do so.
 - ii. to allow the use of stored power for sail handling and sail trimming on any boat.
 - iii. to allow self-steering equipment that limits the output of the auto pilot to the rotation of the boat's stern rudder(s) only, to be used by boats who have been granted a dispensation to race two handed in the CC Long Race Series.
- 3.2. RRS A5.1 is changed by adding the following "The Race Committee may apply penalties without a hearing to boats which infringe the Sis relating to keeping clear of start and finish lines. Penalties shall be as specified in the SI's."

3.3. IRC Rule 22.4.2 is deleted and replaced with: the maximum number of crew on board shall be the Crew Number printed on her certificate. There is no weight limit. Boats taking part in both IRC and ORC Categories will be limited to the crew weight stated on their ORC certificate as well as the maximum crew number on their IRC certificate.

3.4. Appendix T Arbitration of the RRS applies.

4. ELIGIBILITY

4.1. Entry is open to owners of boats from members of clubs affiliated with Australian Sailing (AS). Entries are accepted at the discretion of the OA.

4.2. Crew Declaration.

4.2.1. For each race a boat shall submit a Crew Declaration via [TOPYACHT](#) before their Warning Signal. The Crew Declaration shall confirm that the boat intends to race and shall include required details of persons on board as follows:

- i. Name;
- ii. Contact phone number; and
- iii. Australian Sailing Number in accordance with NoR 4.4.

4.3. Boats that do not comply with NoR 4.2.1. will be scored DSQ without a hearing for the relevant race. This changes RRS A5.1. [NP]

4.4. All crew members must comply with the AS Prescription to RRS 46. All participating crew members shall be a member of a club affiliated to AS or hold a valid Sail Pass.

4.5. The CCs Race Committee reserves the right to accept, reject or cancel any entry.

4.6. Boats entering IRC must have a current valid endorsed IRC certificate. Subject to NoR 4.8.

4.7. Boats entering ORC must have a current, valid audited ORC 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. Subject to NoR 4.8.

4.8. Competitors who join a series after one race has been run will be awarded a 'Late Entrant' score for the first race. The 'Late Entrant' score will be Did Not Compete (DNC) score for the first (non-abandoned) race run after the competitor joins the series. Previously allocated DNC for other boats will not be altered. This score will also apply to boats that have entered a series (IRC or ORC) but have not provided the appropriate rating certificate/s. This changes RRS A5.

5. ENTRY

5.1. Entries shall be lodged via one of the organising club's websites no later than 17:00 on Friday 20 September 2024. Late entries may be accepted after this time at the absolute discretion of the CC Race Committee.

5.2. No entry will be deemed to have been accepted until approved by the CC Race Committee and until a self-assessed AS Special Regulations Equipment Audit Form for the appropriate safety category has been lodged with the Race Office of one of the CCs.

5.3. Entry fees

Series Entry (incl. PHS)	\$100
• Additional Handicap Group (IRC and/or ORCc)	\$40 each
Individual Race Day Entry (incl. PHS)	\$25
• Additional Handicap Group (IRC and/or ORCc)	\$15 each
Optional Non-Member RYCT Pennant Entry	\$50
• Additional Handicap Group (IRC and/or ORCc)	\$50 each

5.4. Block entry fees – CC Long Race Series & Harbour Series

Block Entry (incl. PHS)	\$180
• Additional Handicap Group (IRC and/or ORCc)	\$75 each

6. INSURANCE

All competing boats are required to have a current Certificate of Insurance for the period of the series including Third Party Liability and Public Liability Insurance of not less than AUS \$10,000,000 (ten million dollars) for any one (1) incident.

7. SCHEDULE OF RACES

RACE	DAY	DATE	HOST CLUB	START	FIRST WARNING SIGNAL
* Day 1	Saturday	12 Oct 2024	BYC	Midriver	13:25
Day 2	Saturday	19 Oct 2024	DSS	Midriver	09:55
Day 3	Saturday	16 Nov 2024	BYC	Midriver	09:55
* Day 4	Saturday	01 Feb 2025	RYCT	Midriver	13:25
Day 5	Saturday	01 Mar 2025	RYCT	Midriver	09:55
* Day 6	Saturday	29 Mar 2025	DSS	Midriver	13:25

*Combined event with the Harbour Series

8. GROUP ALLOCATION

Boats will be allocated to Groups according to those published by the CC Race Committee using Time Correction Factors (TCF) based on the Performance Handicapping System (PHS). Boats may be allocated to a Group outside of these parameters at the discretion of the Race Committee.

9. RACES

All Groups will have one (1) race on each race day of the CC Long Race Series.

10. SAILING INSTRUCTIONS

Sis will be available from the CC by no later than Friday 20 September 2024 and placed on the OA's websites.

11. OFFICIAL NOTICE BOARD

The official notice board for each race will be located on the notice board of the Club assigned to conduct the race. Notices to Competitors will also be posted on the online [Official Notice Board](#) Copies of notices will be placed on the other Club's notice boards as soon as practical before and following a race.

12. RACING AREA

The waters of the River Derwent, D'Entrecasteaux Channel, Frederick Henry Bay and Storm Bay.

13. COURSES

These will be the traditional long race courses with the three (3) afternoon starts being around the river style races staying inside the confines of the River Derwent. As described in the SI's.

14. SCORING

- 14.1. Races shall be scored based on PHS handicap or rating systems handicaps. For IRC this will be the IRC Time Corrector (TCC) as printed on the certificate. For ORC this will be the Single Number Scoring Option, All Purpose (AP) Time on Time as printed on the certificate.
- 14.2. The CC Long Race Series will consist of a maximum of six (6) races with discards as described in NoR 14.4.
- 14.3. A minimum of two (2) races are required to be scored to constitute the Long Race Series.
- 14.4. Long Race Series Score:
 - 14.4.1. When fewer than six (6) races have been scored, a boat's series score will be the total of her race scores.
 - 14.4.2. When six (6) races have been scored, a boat's series score will be the total of her race score excluding her worst score.

15. PRIZES

- 15.1. A Series prize will be awarded to the first boat in each Long Race Series Group.
- 15.2. Additional prizes may be awarded but the OA reserve the right to vary the number of prizes based on the number of entries as follows:

Three (3) to Five (5) entries	1st prize
Six (6) or more entries	1st, 2nd & 3rd prizes
- 15.3. A minimum of three (3) entries are required to constitute a Group.
- 15.4. Individual race day prizes may be awarded by the Host Club after the race.

16. SAFETY

- 16.1. The attention of all persons taking part in the CC Long Race races is drawn to the requirement to comply with the Marine Safety (Misuse of Alcohol) Act 2006.
- 16.2. Safety Category requirement for the CC Long Race Series is Category 5 except that a fully operational permanently installed VHF transceiver is mandatory. This changes AS SR 3.25.1(b).

- 16.3. For sports boats and boats without full lifelines, AS Special Regulations Part 1, Section 5, 5.01.1 (j) (Lifejackets) shall apply.
- 16.4. It is recommended that entrants have a Man Overboard procedure that crew members have practiced.
- 16.5. 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).
- 16.6. Attention is also drawn to the MAST requirements "every vessel, commercial and recreational, motor or sail, must give way to ocean going ships under command of a pilot (displaying Code flag H) or be under command of a Pilot Exempt master (flying a plain White flag)" as per regulation 29 of the Marine and Safety (Pilotage and Navigation) Regulations 2017.

17. MEDIA RIGHTS

The owner or charterer of a competing boat and all crew members shall grant the CC the unconditional, perpetual right and authority to publish and broadcast anywhere in the world, for any purpose and in any medium, names, images, data of the crew and still and moving images of the boat and its crew prior to, during and after any CC race.

18. PRIVACY NOTICE

Personal information about crew members is obtained in the crew lists for use in case of emergency. If necessary, the information will be provided to Emergency Service Organisations and may be passed on by them to other organisations as required. A condition of entry is that crew members are to be informed of this and advised that they may obtain access to the information held about them by contacting the Organising Authority.

19. 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 changes in 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.**

20. LIABILITY DISCLAIMER

The, DSS, BYC and RYCT their executives, boards, servants and agents and all other parties involved with the conduct and organisation of the CC Long Race Series disclaim any and every responsibility for loss, damage, injury, death or inconvenience that might occur to persons or property, both ashore and/ or afloat, as a consequence of participation in the races covered by this NoR and by the Sailing Instructions. The CC are not individually or collectively responsible for the seaworthiness of a boat whose entry is accepted or the sufficiency or adequacy of its equipment.